



77TH CONFERENCE & AGM AGENDA

MOTORSPORT NEW ZEALAND

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If you have any queries regarding items in this Agenda, please email
Morgen Dickson, Customer Relationship Administrator on morgen@motorsport.org.nz



01. ADMINISTRATION

77TH CONFERENCE & AGM AGENDA

77th ANNUAL GENERAL MEETING

GUIDELINES OF CONDUCT FOR THE MEETING

1. Guidelines of Conduct for the Meeting

The Board requests a respectable standard of dress suitable for the occasion.

MOBILE PHONES ARE TO BE SWITCHED TO SILENT in the Meeting or Seminars.

Electronic sign-in methods for Registration at the AGM will be provided. All attendees are required to sign in prior to entering the meeting rooms on both days.

The Chairperson of the Meeting is the MotorSport New Zealand President or a nominated person.

Speakers:

All Speakers must wait for acknowledgement from the Chairperson before speaking.

All Delegates speaking at the Annual General Meeting must first identify themselves and the Club they represent.

All Observers who wish to speak at the Annual General Meeting must first obtain permission from the Chairperson and if permission is given must then identify themselves and the Club they represent.

Motions: All motions must have a mover and a seconder.

Amendments to Motions:

- Should be read and submitted in writing; and
- Must not be direct negative to a motion; and
- Must have a seconder; and
- Only one(1) amendment may be considered at a time; and
- Cannot be proposed to an amendment already being considered.

Points of Order:

Can be submitted at any time, but acceptance is at the sole discretion of the Chairperson.

Debate: All motions, amendments and points of order (once accepted) are debatable.

Exceptions to this are:

- fixing of next meeting
- motion to put
- proceed to next business
- laying on the table
- taking up from the table

Timing of debate, number of speakers and persons speaking more than once (except the right of reply), will be at the discretion of the Chairperson.

Nominee Addresses: A person nominated for any of the elected positions will be entitled to address the Meeting at the time declared for Nominee's Addresses within the Agenda. All such addresses will be limited to a maximum of two (2) minutes for each person.

Voting: All Delegates shall record their vote by the raising of the voting card supplied.

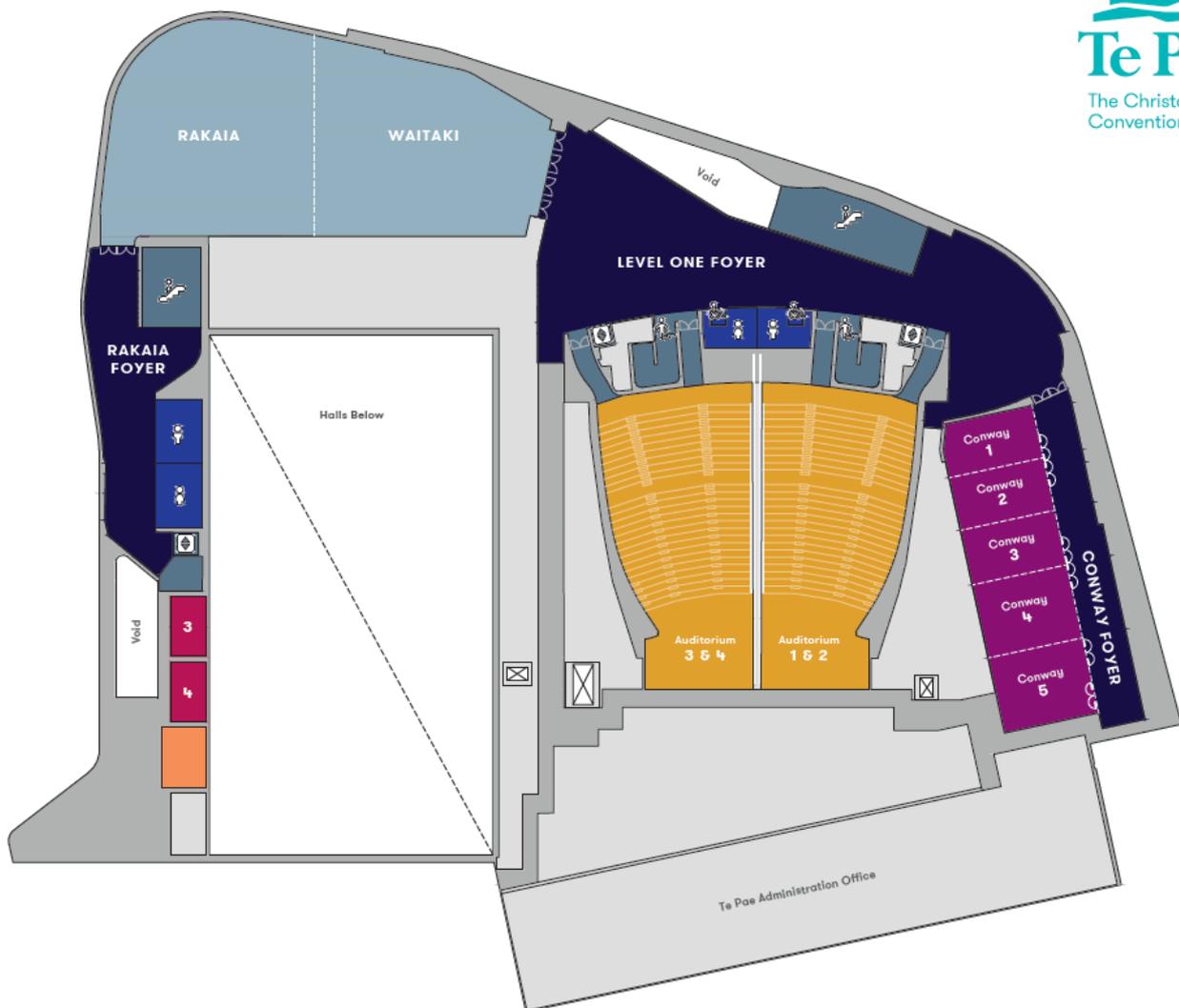
77th ANNUAL GENERAL MEETING

VENUE HEALTH & SAFETY

In an emergency, please remain in your current position within Te Pae and await further instructions from the manager on duty. Te Pae Christchurch has an ongoing program of emergency response training for all key personnel including management, main suppliers, security, and staff. If a continuous alarm sounds, you must leave the building by the nearest fire exit and follow venue staff to the assembly point.

There are six (6) portable first aid kits distributed throughout the centre. There are two defibrillators onsite, one is kept in the first aid room, and one at the Te Pae Guest Services Desk, located in the Ground Floor Foyer.

Our meetings will be taking place in the Conway Rooms on Level 1.



77th ANNUAL GENERAL MEETING

PROGRAMME OF THE MEETING

2.1 Programme for the Meeting

Friday 24 May 2024			Te Pae
8.00 am	Registration Desk Open		
9.00 am	9.30 am	Welcome	
9.30 am	10.00 am	Morning Tea Break	
10.00 am	11.30 am	Race Seminar	People in MotorSport Seminar
11.30 am	1.00 pm	ClubSport Seminar	Technical Seminar
1.00 pm	1.45 pm	Lunch Break	
1.45 pm	3.15 pm	Rally Seminar	Volunteer Officials Seminar Historic Seminar
3.15 pm	3.30 pm	Afternoon Tea Break	
3.30 pm	4.00 pm	Advisory Commission Seminar Summary	
4.00 pm	5.00pm	Constitution Discussion Part 1	
5.00 pm	6.00 pm	Service Park	
Saturday 25 May 2024			Te Pae
8.00 am	Registration Desk Open		
8.30 am	9.00 am	Rally NZ Ltd AGM (Rally NZ Stakeholders Only)	
9.00 am	9.30 am	Welcome and Voting System Test	
9.30 am	10.30 am	Constitution Discussion Part 2	
10.30 am	10.45 am	Morning Tea Break	
10.45am	11.15am	Finance Seminar	
11.15 am	11.45 am	Update from Heads of Department	
11.45 am	12.15 pm	Conference Wrap-up	
12.15 pm	1.00 pm	Lunch Break	
1.00 pm	3.00 pm	76 th MotorSport New Zealand AGM (including Election Speeches)	
6.30 pm	7.15 pm	Pre-dinner drinks	Te Pae
7.00 pm	Late	76 th MotorSport New Zealand Annual Awards Evening	

Voting will take place by electronic method for 2024.

A training session for all Delegates will be held during the Welcome on Saturday 25 May 2024 and Official Electronic Voting will take place during the scheduled AGM.

2.2 Friday Seminars

ClubSport Advisory Commission Seminar

- Youth is our future
- ClubSport is where it starts
- Sustainability (Financial, Environmental and Social)

Race Advisory Commission Seminar

- Keeping the cost of participating in racing sustainable.
- Increasing participation and creating opportunities.
- Driving Standards (sustaining participation)

Rally Advisory Commission Seminar

- Promotion and Marketing
- Accessible Entry Points
- Community Engagement and Outreach

Historic Advisory Commission Seminar

- Today's Race Cars are tomorrow's Historics
- Taupo Historic GP
- George Begg Speedfest

People in Motorsport Advisory Commission Seminar

- An opportunity to be involved in the development of Codes of Conduct for Volunteers and Officials; Competitors; Teams; Parents and Guardians.
- Diversity & Inclusion: how is diversity reflected in our communities and how can we embrace that diversity to grow our sport?

Volunteer Officials Advisory Commission Seminar

- Barriers to participation in the sport
- How to overcome the barriers
- Succession planning

Technical Department

- MSOL – App use, Safety Cage inspection, logbooks & Authority Cards
- Impact Data Recorders – Revisit as was asked about the information they give us.
- Scrutineer's responsibilities – We will share a counterfeit harness with attendees.
- Enticement of younger people.

Constitution Seminars – Friday and Saturday

There will be two seminars held on Friday and Saturday to allow for discussion around the draft Constitution, the proposed rule changes aimed to incorporate the agreed resolutions from the 2023 AGM and to work through any possible rewording that has arisen out of the publishing of the draft document. We will also provide a roadmap on the bigger changes needed to align with the new Societies Act and how we will need to incorporate the new requirements.

We ask that any feedback that you have around the draft Constitution be submitted to the MotorSport New Zealand CEO (elton@motorsport.org.nz) by 10 May 2024 at 12pm. This will allow for the consolidation those comments into one document and based off that feedback, an ability to provide some draft revised wording to Member Clubs by 15 May 2024 to consider prior to the Conference and AGM weekend. This feedback will be discussed during Session 1.

2.3 Saturday Seminars

Finance Seminar

Please refer to 15. Consideration of Accounts for the Year Ended 31 December 2023

76th ANNUAL GENERAL MEETING

OFFICE BEARERS & MEETING ATTENDEES

3.1 MotorSport New Zealand Office Bearers- 2023/2024

President	Wayne Christie	Christchurch
Board	Scott O'Donnell	Invercargill
	James Dicey	Cromwell
	Mark Mallard	Auckland
	Ron Mackersy	Arrowtown
	Daniel Gaunt	Auckland
Presidents d'Honneur	Shayne Harris	Palmerston North
	Morrie Chandler MNZM	Auckland
Members d'Honneur	Peter "PJ" Johnson	Auckland
	Wade Paterson	Queenstown
	Sir Pat Higgins	Feilding
	Graeme Robertson	Hastings
	Wayne Scott	Mosgiel
	Paul Te Punga	Wellington
	William Forsyth	Queenstown
	Russell Jenkins	Southland
	Rob Lester	Turangi
Chief Executive Officer	Elton Goonan	Wellington
Department Heads		
Chief Steward	Wade Paterson	Queenstown
Chief Clerk Competition Relations Officer	Tracey Stringer	Masterton
Chief Circuit Safety Inspector	Dom Kalasih	Wellington
Technical Manager	Devan Gregory	Wellington
Chief Medical Assessor	Dr Bruce Stewart	Feilding
Legal Advisor	J R Billington KC	Auckland
Secretariat	MotorSport NZ Office	Paraparaumu
Auditors	Grant Thornton	Wellington

3.2 Registration of Clubs and Delegates:

The President will request those Delegates present to advise of any amendments to the following list of Clubs and Delegates.

3.2.1 On-Time Notifications: Clubs, Delegates and Observers registered prior to the closing of registrations.

Club	Delegate	Observer 1	Observer 2
Alfa Romeo Owners Club of NZ Inc	Chris Browne		
Ashburton Car Club	Wayne Muckle	James Storey	Greg Cross
Auckland Car Club Inc	Brett Davy	Martyn Wells	
Autosport Club	Wayne Barnard		

Club	Delegate	Observer 1	Observer 2
BMW Car Club of NZ Inc	Milan Klinac		
Canterbury Car Club	Lewis Low	Mark Wederell	Chris Protheroe
Central Otago Motorsport Club	Matthew Shand	Murray Jack	
Classic Motor Racing Club of NZ Inc.	Nick Simpson	Paul Coghill	
Eastern Southland Car Club	Ismay Howden	Nigel King	Roger Laird
Formula Vee Association of NZ Inc.	Ian Foster		
GT Racing New Zealand Incorporated	Brad Jesson	Shaun Gregory	
Hamilton Car Club	Glenn Climo	Janet Phipps	
Harbour Capital Car Club	Alan Groves		
Hawkes Bay Car Club	Donna Elder		
Hibiscus Coast Motorsport Club Inc	Kieran Cornelius		
Historic & Vintage Racing Association NZ Inc.	Karl Sentsch	Barry Leitch	
Historic Racing & Sports Car Club Inc	Nigel Russell		
Historic Racing Club	Chris Watson		
Levin Car Club	Ken Douglas	Justin Murray	
Manawatu Car Club Inc	Richie Arber		
Marlborough Car Club	Liam Gee	David Gee	
Mini Racing Drivers Club	Mike Wallace		
Motorsport Bay of Plenty Inc	Mike Torr	Jono Lee	
North Island Formula Ford Inc	Ian Barlow		
Northern Sports Car Club	Vicki Burnitt		
Northland Car Club	Steve Hart	Val Hart	
NZ Historic Muscle & Saloon Cars Inc	Tony Roberts	Sean McCaughn	
NZ International Grand Prix (NZIGP)	Deborah Day	Sam Thomson	
NZ Sports Car Racing Inc	Richard Kelly		
Otago Sports Car Club	Donovan Isted		
Porsche Club of New Zealand	Roger Carter	Wayne Graves	
Pre 65 Racing Saloons Inc.	Jack Packer		
Pukekohe Car Club	Fiona Gower	Brian Littlewood	
Queenstown Car Club	Stuart Maclean	Sharron Ede	
Rally New Zealand Club Inc	Paul Mallard		
Ratec Motorsport Inc	Mark Higgins	James Hunter	
RSQKRU Incorporated	Mal Clunie	Phillip Newton	Donald Welsh
SCRANZ-Saloon Car Racing New Zealand Inc	Brent Cooper	Mike Christie	Peter Grant

Club	Delegate	Observer 1	Observer 2
South Auckland Car Club	Waverley Jones	Kingsley Jones	
South Canterbury Car Club	Karen Paddon		
South Island Formula Ford Club Inc	Andy Robertson		
South Taranaki Car Club	Patrick Adams	Mike Cameron	
Southland Sports Car Club	Paul Rosel	Norma Burns	Wayne Shieffelbein
TACCOC (Thoroughbred & Classic Car Owners Club) Inc	Nick Little		
Taranaki Car Club Inc	Andrew Larsen		
The Motorsport Club of NZ Inc	Martin Day		
Wairarapa Car Club	Corina Andrews	Stu Andrews	
Wellington Car Club	Murray O'Neil		

3.2.2 Late Notifications: Attendance subject to the consent of the Meeting (Rule 12.15(d) of the Constitution). There were no registrations received after the closing date.

3.2.3 Clubs, Delegates and Observers registered after the closing of registration and not recorded in the Agenda: These will be advised on the day by the MotorSport New Zealand President.

3.3 Apologies Received for Absence

Datsun 'Z' Club
Marathon Rally Car Club

3.4 2024 Valedictory

Steve Vodanovich	1961	2023	Auckland
Francis Tony Richards	1944	2023	Paeroa
Graham Mortensen	1948	2023	Auckland
Isobel Boreham		2023	Rotorua
Tim Gibbes	1933	2023	Palmerston North
Ron Dixon		2023	Whangarei
Rex Bentham		2023	Tauranga
Mark Holland	1965	2023	Hamilton
Barry Lee	1939	2023	Waikouaiti
Jill Gee	1943	2023	Marlborough
Graham Gosling (Gos)	1949	2023	Marlborough
Robert Uddstrom (Rob)	1944	2023	Marlborough
Bevan Gerrard	1957	2023	Invercargill
Martin Lucas	1968	2024	Auckland
Dennis "Mables" Marwood	1933	2024	Auckland
Gerald Hoard		2024	Dunedin
Jeremy Stace	1943	2024	Rangiora
Brydie Gladstone		2024	Christchurch
Warren Burt		2024	Timaru
Brooklyn Horan	2008	2024	Auckland
Tyson Jemmett	1988	2024	Auckland
Chris Bird		2024	Christchurch
Bill Robson	1946	2024	Feilding
John Pierson	1936	2024	Australia
Brien Caldwell		2024	Timaru
Alan Ferguson	1958	2024	Auckland
Jim Black	1944	2024	Dunedin
Robert Boulton	1937	2024	Queenstown
Karen Wallace		2024	Auckland
Sir Colin Giltrap	1940	2024	Auckland

77th ANNUAL GENERAL MEETING

ADMINISTRATION

4.1 Appointment of Ballot Scrutineers

Barry Higham and Jeff Scott have volunteered as the Ballot Scrutineers for the 2024 MSNZ Annual General Meeting held in Christchurch.

Mover

Seconded

Result

4.2 Confirmation of the Minutes of the 76th Annual General Meeting 2023

This document was included with the emailed copy of the agenda.

Mover

Seconded

Result

4.3 Matters Arising from the Minutes of the 76th Annual General Meeting 2023

Please use the blank space below to take any notes regarding the matters arising.



02. ELECTIONS

77TH CONFERENCE & AGM AGENDA

76th ANNUAL GENERAL MEETING

MEMBER ELECTIONS

5. Elections

- Elections are in accordance with the MotorSport NZ Constitution Rule 14.
- Nominees will be given two (2) minutes each to address the meeting on Saturday 25 May 2024.
- Pen Pictures, in their own words, are available for each Nominee on the following pages.

* denotes a sitting member

5.1 President

At the 2024 AGM, one(1) position is available. As the number of nominations equals the number of vacancies Deborah Day (The Motorsport Club) is declared elected for a term of 3 years with that term ending at the 2027 AGM.

5.2 Board Member

The MotorSport New Zealand Board consists of Six(6) persons, Four(4) of whom are elected by the Members, plus Two(2) persons appointed. At the 2024 AGM, one(1) position is available.

Scott O'Donnell*

(Southland Sports Car Club)

Andrew Tierney

(Manawatu Car Club Inc)

5.3 Race Advisory Commission

The Race Advisory Commission consists of Four(4) persons plus One(1) person appointed by the Circuit Operators Group. At the 2024 AGM, One(1) position is available.

Blair Thorpe*

(Canterbury Car Club)

Nathan Pilcher

(Porsche Club of New Zealand)

5.4 Rally Advisory Commission

The Rally Advisory Commission consists of Four(4) persons plus One(1) person appointed by Rally of New Zealand. At the 2024 AGM, one(1) position is available. As the number of nominations equals the number of vacancies Craig Jessop* (Eastern Southland Car Club) is declared elected for a term of 3 years with that term ending at the 2027 AGM.

5.5 ClubSport Advisory Commission

The ClubSport Advisory Commission consists of Four(4) persons. At the 2024 AGM, one(1) position is available. As the number of nominations equals the number of vacancies James Storey (Ashburton Car Club) is declared elected for a term of 3 years with that term ending at the 2027 AGM.

5.6 Historic Advisory Commission

The Historic Advisory Commission consists of Four(4) persons. At the 2024 AGM, one(1) position is available. As the number of nominations equals the number of vacancies Tim Hill* (Historic Racing Club) is declared elected for a term of 3 years with that term ending at the 2027 AGM.

Deborah Day
Elected as President

Nominated by:

Alfa Romeo Owners Club of NZ Inc
Auckland Car Club
Auckland University Car Club Inc
Central Otago Motorsport Club
Classic Motor Racing Club of NZ Inc.
Drift Club of New Zealand Inc
GT Racing New Zealand Incorporated
Harbour Capital Car Club
Historic & Vintage Racing Association NZ Inc.
North Island Formula Ford Inc
Northern Sports Car Club
NZ International Grand Prix (NZIGP)
NZ Sports Car Racing Inc
Rally New Zealand Club Inc
RX7 Register of NZ Inc
The Motorsport Club of NZ Inc



Location: Auckland

Skills and Experience: As the Director of Dayle ITM, I have been leading and growing a family-owned and community-oriented business that provides quality building supplies and services in New Zealand for over 18 years. With a background in marketing and business development, we have successfully expanded our footprint to three locations, diversified our product offerings, and established long-term relationships with key accounts and stakeholders.

My History in Motorsport: Motorsport runs deep in my veins, and I have been actively involved in promoting and supporting the Sport at various levels. As a Volunteer Coordinator for The Motorsport Club, I have contributed to the recruitment, management, and recognition of volunteer sporting officials and my time on the Board at MotorSport New Zealand Inc. included strategy, governance, recruitment, leadership, and a good dose of common sense. I believe in giving back to the community and investing in the future of New Zealand motorsport. We personally continue to do that by sponsoring, mentoring, and developing talented Kiwi drivers.

Leadership and Communication Skills: I pride myself on my strong leadership and communication skills. I have a proven track record of spearheading teams, fostering collaboration, and driving consensus on critical matters. As President, I will utilise these skills to lead the Board and unite and empower the motorsport community to collectively achieve our goals. Clear and effective communication will be at the forefront to ensure that all stakeholders are informed, engaged, and have their voices heard. I'm not afraid to have difficult conversations and tackle issues head on.

Innovating for Progress: While preserving our history, and respect for our heritage are crucial, we must embrace innovation and new ideas. We need to evaluate our funding model and explore avenues to increase revenue, ensuring that our sport remains sustainable and can continue to grow. By encouraging fresh thinking and fostering a culture of innovation, we will propel motorsport forward, attracting new enthusiasts and partners.

Promotion and Government Engagement: To truly thrive, we need to promote motorsport both to the public and Government agencies. By increasing visibility, demonstrating the positive impact we have on communities, and highlighting the economic benefits of our sport, we can garner greater support and drive favourable policies that enable our community to flourish.

And finally, I believe to lead you need to critique kindly when needed. Encourage the brave. Share wisdom and experience with a view to making things better. I look forward to working with you all to make it happen.

Scott O'Donnell*
Board Member Nominee

Nominated by:

Alfa Romeo Owners Club of NZ Inc
Drift Club of New Zealand Inc
Eastern Southland Car Club
Historic & Vintage Racing Association NZ Inc.
NZ International Grand Prix (NZIGP)
South Canterbury Car Club
Southland Sports Car Club
The Motorsport Club of NZ Inc



Location: Invercargill

- Last term as MSNZ board member
- Happy to help & support new president
- Commercial skills
- Chair of Blue Sky Meats, Invercargill Central
- Director of the wider HWR group
- SIERDC president
- Event organiser of George Begg Festival

Current Position in MotorSport:

Current MSNZ Board Member having serviced 2 terms and having seen some change happen in recent years, I am really enthusiastic about being elected for a final term. I continue to use my governance experience I have gained from business to assist the sport that I love to higher levels of performance.

I am also the President of SIERDC, an active competitor in both rally and race and have a passion for the historic area of the sport.

Through my role in the HWR group of companies (mainly Mobil Lubricants and Allied Petroleum) we have sponsored;

- Walkinshaw Andretti United
- Teretonga Circuit sponsor
- SIERDC
- Mainland Muscle Cars
- Burt Munro Festival
- George Begg Festival

I was the Managing Director of HWR group until 2015 (remains on the board and chairs a number of subsidiaries), I'm the Chair of Blue Sky Meats (unlisted public company), Chair of HWCP (a \$100M joint venture with Invercargill City to rebuild the city centre) and a Fellow of the Institute of Directors. I'm also a trustee of the Bill Richardson Transport World Collections. This has all helped provide me with extensive experience in mentoring in business (both individuals and companies) as well as sponsorship and race team management.

Andrew Tierney
Board Member Nominee

Nominated by:

Formula Vee Association of NZ Inc.
Manawatu Car Club Inc

Location: Porirua, Wellington

I am a Porirua based business person previously working as Executive General Manager for a software and technology company in Wellington.

My current role is Regional Director Asia Pacific for an off-shore Systems Integration business who is looking to expand into this region.



I have been involved in motorsport all my life thanks to my father who built and engineered saloon cars in the 60's and 70's. I was a flaggy in the 80's, raised my kids and lived overseas for some time after that.

Finally, I had the time to get more involved and in the last 20 years through Photography (<https://www.andrewtierneyphotography.co.nz>) and latterly through racing, building and racing an RX8, spending a few years in the Formula First championship and now settling down to race my new MX5 at Manfeild.

I am an experienced board member and currently chair the secretariat of the Music Therapy New Zealand Board.

I would be proud to serve.

Blair Thorpe*
Race Advisory Commission Nominee

**TO BE VOTED
AT THE AGM**

Nominated by:

Drift Club of New Zealand Inc
Eastern Southland Car Club
Historic & Vintage Racing Association NZ Inc.
North Island Formula Ford Inc
South Canterbury Car Club
South Island Formula Ford Club Inc
Southland Sports Car Club



Location: Christchurch

About Me:

I'm 41 years old and I am a qualified electrician however I have spent the past 16 years specialising in espresso machines, My wife Vanessa and I also operate our own business Christchurch Trackdays which provides drivers the opportunity to drive their road and race cars on the track in a controlled and relaxed environment, we're very proud of the community this has created over the last 10 years of operation with many of our customers going on to become regular Motorsport competitors.

Outside of work and track activities I enjoy swimming, investing, music and socialising with friends and family.

Current positions in motorsport:

Current Chair of the Race Advisory Commission, Gold Clerk of the Course – Race, Steward, Championship Race Director, Scrutineer, Licence Examiner, Timekeeper,
Canterbury Car Club -management committee member and Clubsport Competitor.

Previous Positions / Experience in Motorsport:

I initially started my journey in motorsport as a clubsport competitor around 15 years ago but my passion for racing was ignited when I was asked to try being a CRO in late 2015.

Since then I have worked my way through various roles from timekeeper, race control and all levels of race management as well as being a licence examiner and Steward.

Over the past 5 years I have had the absolute pleasure of officiating at every circuit in NZ, I've met hundreds of amazing fellow volunteers and had involvement with most championships and accredited series.

Why do I want the position?

I believe with the knowledge and experience I have gained during my time in the sport I have a lot to offer, Motorsport has given me a lot and helped me grow personally and I'm passionate about giving back.

I'm passionate about keeping motorsport accessible to newcomers while celebrating and growing the many positives at all levels of the sport.

I'm also not afraid to speak up when things are not working, I will push for positive change where its needed and I will put in the work required.

The pace of change is often challenging and alot of work taken to make it – I'm up for that challenge!

Nathan Pilcher
Race Advisory Commission Nominee

**TO BE VOTED
AT THE AGM**

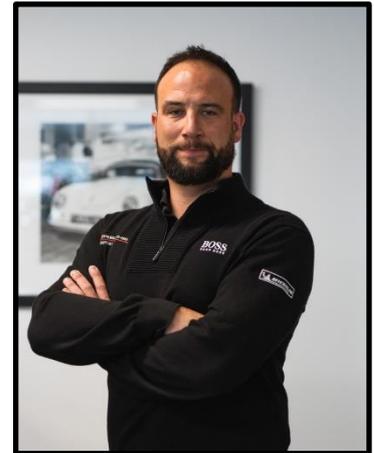
Nominated by:

NZ International Grand Prix (NZIGP)
The Motorsport Club of NZ Inc

Location: Auckland

Let me introduce myself for those who don't already know me. My name is Nathan Pilcher. I am originally from Dunedin but now based in Auckland. During the week (and most weekends) my role is the Porsche Motorsport Coordinator for New Zealand.

I would like to accept the nomination for the position on the Race Advisory Commission for Motorsport New Zealand.



With exposure in many different areas from being a driver, team manager/mechanic and also now a supplier to the motorsport industry, I bring varying views from a range of different aspects of the sport. A sporting community that I want to continue to see grow not just as a hobby but also a potential springboard for professional drivers to make it on the world stage.

I believe the key to this is not only putting our drivers on the world stage but putting our events and facilities in the spotlight for more people enjoy our sport locally and worldwide.

I bring a hands-on knowledge of the sport, having not only competed at a national level in NZV8 Touring Cars but also being involved with motorsport in New Zealand for most of my adult life. I can see the benefit in the Race Advisory Commission having someone that can bring "coal face" experiences and also dealing with the national level stakeholders/drivers/teams on a daily basis to keep the sport moving forward as new situations present themselves.

I have had the chance in the past 12 months to spend a lot of time with Porsche Motorsport Germany, Porsche Carrera Cup Australia and Motorsport Australia that I believe we can lift New Zealand Motorsport to be a desirable pastime for locals but allow the opportunity for it to be a place to race for overseas competitors.

There is the need for a more collaborative approach to calendar planning between all motorsport parties as this year myself, top teams and other national race championship winners will not be able to attend this year's Motorsport New Zealand AGM/Gala Evening in person due to a date clash with a NIERDC round in Taupo.

My ambitions as part of the Race Advisory Commission is to work with the key stakeholders, clubs and the governing body to continue to create an up to date sport that attracts club members and stars of the future that we can continue to harness for the generations to come.

Craig Jessop*

Elected to the Rally Advisory Commission

Nominated by:

Central Otago Motorsport Club
Eastern Southland Car Club
Marlborough Car Club
South Canterbury Car Club
Southland Sports Car Club



Location: Balclutha

Family:

Wife Rachel and 5 adult children

All the family have enjoyed the sport both competing and volunteering, there have been occasions when all 7 of the family have been competing in an event!

Other Interests and Activities:

Committee member of South Otago Aero Club past 25 years, currently serving as Safety Officer. Active in local Church. Volunteer 6-8 weeks each year in Papua New Guinea supervising mechanical maintenance and engineering projects at a small bush hospital.

Current Position in MotorSport:

MSNZ Steward, Clerk of the Course Gold Rally, Licence Examiner, Eastern Southland Car Club Executive and Life Member. Competitor at ClubSport level.

Previous Positions/Experience in Motorsport:

ESCC Executive continuous 30 years including 9 years as president. Part of the original organising team for the Catlins Coast Rally in 1999 - asst. CofC for 10 years and CofC for the next 13 years and now the revived Wyndham rally. I have also been involved with the Otago Rally for many years as an Asst. CofC. Other involvement has included acting as Asst. CofC for the Rankleburn Clubmans Rally, Rally of Southland, Race to the Sky, the inaugural Highlands Motorsport Park race meeting and Hayden's Nevis Station Golden 1200. Also many years of organising and competing in all manner of ESCC Club events including 3 times Club Champion.

Reasons for Accepting Nomination:

I have enjoyed my last 3 years serving on the Rally Advisory Commission and believe that we have a good team that works well together, I would like to continue to be a part of the team. I bring a strong club emphasis to the table as well as a link to what is happening nationally around the changes to Traffic Management and Road Closures through my employment in road access management with the Clutha District Council.

Skills Available to Motorsport:

30+ years of involvement in Rallying, both as a competitor and as an organiser. Proven track record as an organiser - developing the Catlins Coast Rally into a very successful rally. Adaptability – being able to gather up the curve balls and run with them, whether it be leading a team in the swamps of PNG or managing a rally in NZ, both require an ability to adapt to the unexpected and use what you have available to make it work. My day job working for the local Council in roading access and management gives me valuable insight into how the road owners view our sport, and what the sport needs to be doing to ensure future access to those roads that we need to play on.

James Storey
Elected to the ClubSport Advisory Commission

Nominated by:

Ashburton Car Club
Waimate 50 Motorsport Inc

Location: Ashburton

I am based in Ashburton and have been a member of the Ashburton Car Club for 8 years. I have been an MSNZ licence holder for those 8 years and volunteer official for the last 3 years.

I currently hold my Clerk of Course and Scrutineer licences and also regularly volunteer to help with event command and start/finish crew on the rallies held in the South Island. I have previously raced in 2KCuo and OSCA and competed in many basic and advanced ClubSport disciplines.

My main focus for the last three years has been around ClubSport and entry level Motorsport. During this time a large focus has been on bringing juniors through and helping them to begin their Motorsport journeys. Ashburton Car Club now has many juniors who regularly compete in Motorkhana and Autocross events and enjoy their own competition against each other. I feel I now get as much enjoyment from seeing them take part and grow, as I do from taking part myself. My son is now competing against his friends and against me which is awesome and I feel this is the future of Motorsport.

I am accepting this position as I believe ClubSport is the future of our sport and I believe through having a strong team running this discipline we can grow our sport and continue growing the great list of talented drivers that New Zealand has produced over many years.



Tim Hill*

Elected to the Historic Advisory Commission

Nominated by:

Alfa Romeo Owners Club of NZ Inc
Eastern Southland Car Club
Historic & Vintage Racing Association NZ Inc.
The Motorsport Club of NZ Inc

Location: Auckland

Current Position in Motorsport:

Competitor, Operations Manager for NZIGP trading as HRC Events, Event Secretary for up to 12 Race meetings a year, Class Co-ordinator for Hooters Vintage Race Series, MSNZ Scrutineer, current Historic Advisory Commission Member. I am also on the board of Team Motive – a team supporting disabled drivers to compete in motorsport.



Reasons for Accepting Nomination:

With my experience as a competitor, organiser and official I am confident that I can continue to make a positive contribution to the Historic Advisory Commission. It is my aim as de-facto VCC liaison to encourage more Historic Cars (and their owners) to get out and keep on racing. We have so many fabulous Historic Racing Cars hiding away in sheds here in NZ that really need to be seen out racing and for the public and fellow racers to be able to enjoy.

Other Interests and Activities:

Historic Motorsport, Collector of Rare Motorsport Books, Classic Cars, Travel, Supporting Blind Foundation Guide Dogs and being involved in Community Projects.

Originally from the UK, I have followed and competed in Historic Motorsport for over 30 years – my particular passions are Motorsport during the 1950's and 60's era and the History of Goodwood Motor Circuit. I am a founder Member of the Goodwood Road Racing Club and I also have an unhealthy interest in rare Motorsport books which are slowly invading our home.

Thank you for taking the time to read this Pen Portrait and I look forward to receiving your support of my nomination to continue my position on the Historic Advisory Commission.



03. REPORTS

77TH CONFERENCE & AGM AGENDA

77th ANNUAL GENERAL MEETING

ANNUAL REPORT FROM THE BOARD

6. Annual Report from the Board

It's my pleasure to present the annual report from your Board for the 77th Annual General Meeting of MotorSport New Zealand.

Sadly, we were reminded recently that motorsport can have a dark side with the tragic deaths of Brooklyn Horan and Tyson Jemmett at the Arcadia Road Rallysprint in February. Our thoughts and sincere condolences remain with the family and friends of Brooklyn and Tyson as we investigate their accident.

Along with respecting all those from our motorsport community who have passed away in our valedictory, I would like to pay a special tribute to the late Sir Colin Giltrap. Sir Colin contributed so much to our sport, and to so many competitors in our sport, over a near lifetime. We are incredibly fortunate to have had his involvement and investment, and the Giltrap Group and family, in our sport.

At the AGM last year, the members approved a number of changes to the membership structure of MotorSport New Zealand which we trust will help move the organisation, and our sport, forward for many years to come. I'm pleased to confirm these changes are presented to the membership at this AGM for approval. The Board made the decision not to incorporate all the changes needed to bring the Constitution in line with the new Incorporated Societies Act this year, as it felt that the changes approved last year are of such importance, that they needed to be dealt with separately, without the distraction of several other changes at the same time. Later this year, the required changes to comply with the Act will be worked through and will be presented for approval either at a SGM later in the year, or the AGM next year.

On the international stage, the remarkable achievement of so many Kiwis has continued throughout the past year, headlined by a fourth FIA World Endurance Championship title for Brendon Hartley. In the ninth season of the FIA Formula E World Championship, Nick Cassidy and Mitch Evans finished second and third respectively, and for this season they have joined forces together for Jaguar TCS Racing. With a win apiece so far, they are dominating the Teams' Championship following their superb 1-2 finish in the recent Monaco E-Prix. Hayden Paddon and John Kennard drove a very measured campaign to win the FIA European Rally Championship, becoming the first non-Europeans to do so in its 71-year history. Louis Sharp followed up his debut season in the British Formula 4 Championship with victory last year. And of course, how could we forget the year our latest Wall of Fame inductee, Shane van Gisbergen, had, winning his third Bathurst 1000, finishing runner up in the Supercars Championship, winning on debut in NASCAR (the first driver in 60 years to do so), and performing admirably in the New Zealand Rally Championship, finishing the final round in second place behind Hayden Paddon!

The successful presence of New Zealand drivers, engineers and team owners around the world is such that our country is envied by many others who cannot understand how such a small country so far away can do as well as it does.

Back home, Paddon and Kennard continued their domination of the NZRC winning their seventh and sixth championships respectively, despite missing a round due to their ERC commitments.

On the circuit, the season was kicked off with the New Zealand Endurance Championships, won by Sam Filmore and Jonny Reid (3 Hour), Adam Julian (1 Hour Class 2-3) and Ayrton Hodson and Brett Sullivan (1 Hour Class 4-5).

The Castrol Toyota Formula Regional Oceania Championship (CTFROC) saw a change in direction this season with the series starting in the North Island and concluding with Highlands Motorsport Park hosting the New Zealand Grand Prix for the first time. Liam Sceats drove a masterful race to add his name to the fabulous Motor Cup, along with his Lady Wigram Trophy success a week earlier but it was Roman Bilinski who finished the series as the CTFROC victor.

Other championships that were contested over the Super Sprint MotorSport NZ Championship series have been Toyota 86, GT New Zealand, Formula Ford, Formula First, Porsche, and NZ Super Trucks. The Toyota 86, GT New Zealand and Formula Ford championships all came down to a last race conclusion, Formula Ford especially exciting with the victor in doubt right to the very last corner! Congratulations to champions Tom Bewley (Toyota 86), Rick Armstrong and Brock Gilchrist (GT New Zealand Overall and GT4 respectively), Blake Knowles (Formula Ford), Chris Symon (Formula First), Regan Scoullar (Porsche), and Alex Little (NZ Super Trucks).

Historic racing throughout the past season has once again showcased the very best of touring and racing cars to be found anywhere, with superb presentation and spirited driving at the various events. These cars are always a crowd favourite, and we are very fortunate to be able to see some of the world's premier cars from their heyday on our tracks here in New Zealand. The level of preparation and presentation is a real credit to their owners.

ClubSport continues to thrive around the country with events taking place nearly every weekend from one end of the country to the other. Our thanks go to the Southland Sports Car Club for their efforts in hosting the 2024 ClubSport Championship which unfortunately ended up being cancelled due to a lack of entries. This is an area that we really do need to re-think as we have so many ClubSport events taking place with plenty of competitors taking part, but for some reason we haven't been able to make the ClubSport Championship work in recent years.

The 2024 Hillclimb Championship did take place in March and was won by Matt Penrose, taking his third title. Our thanks go to the South Taranaki Car Club for hosting this year's version.

Drifting continues to have a strong following, with the headlining D1NZ being shown on live TV in Australia as well as here in NZ, while in the South Island DriftSouth also enjoys a healthy series.

The Board met six times in 2023 with meetings across the country, continuing to make use of locations where board members reside to minimise expense where possible, especially with increased costs of travel and accommodation.

Financial performance continues, as it should, to be a major focus of the Board and Management, and while the accounts for last year show a shortfall, we are pleased to report that despite the result good progress has been made in terms of development (such as MotorSport Online) as well as the ongoing recovery from the effects of COVID and we are on track for a neutral result this year. Income was up from last year to \$2.34 million (slightly up on pre-COVID levels of 2019), primarily through increased participation levies and mostly as a result of having a full uninterrupted year of activity. Expenditure was significantly up however, as we try to balance our legislative obligations together with providing services to the levels we are striving to achieve for our customers. It was notable that, as it is for everyone, expenses have generally increased across the board, reflecting the inflationary environment we are all working through at present, and the office has worked hard to ensure these increases are kept to a minimum.

We are thankful to our member clubs who recognised at the AGM last year that after being able to maintain our pricing for a number of years we needed to increase our rates to remain viable and ensure our future. We will work through the expenses in more detail at the Finance Workshop although a snapshot of the key increased expenses are:

- Bad debts - \$71,000 made up of commercial rights and levies due from promoters with \$16,000 since recovered and the balance on a payment plan.
- Board expenses - \$20,000 due to increased travel & accommodation costs, mostly due to the AGM being in Wellington where no board members reside.

- Depreciation - \$128,000 being the final year of depreciation for POSSUM.
- Legal fees - \$50,000 made up of the constitution review for the new Incorporated Societies Act and the changes approved last year, competition matters, judicial matters, trademark/promotional protection and other general matters.
- MotorSport Online (Sporty) - \$75,000, being \$30,000 to complete the build agreement as costed and \$45,000 in budgeted contingencies to include items not originally factored for. We have a further \$30,000 budgeted for development this year to further improve the platform for our customers.
- The increase in championship income also led to a corresponding increase in support expenses, again due to having a full season, such expenses were sufficiently covered by the income.
- Club liaison expenses were also increased slightly, and we trust that clubs are receiving a benefit from that.

Much of these additional expenses were one-off occasions which won't be repeated again. Although we have budgeted for, and are so far on track to achieve a breakeven to modest surplus this year, we continue to review expenses to ensure there is no wastage or unnecessary costs. We are also mindful that costs for the investigation into the Arcadia Road tragedy will be significant.

Our Elite Academy reached its 20th anniversary last year and to take a look back through the records and see the success so many of our graduates makes the effort that goes into putting together and running the Academy each year all the more worthwhile. A huge thank you must go to my fellow MotorSport New Zealand Scholarship Trust trustees (Lyll Williamson, David Turner, Alastair Wootten and Richard Giltrap), who together with the MSNZ staff, Otago Academy of Sport and presenters produce a nearly year-long programme for the graduates to learn and fine-tune some of the skills needed to help make them forge a successful career in motorsport.

Like many countries around the world, the FIA also takes a close interest in our Academy to try and understand how it is that New Zealand continues to churn out top level competitors. It was indeed a thrill to have six Kiwis presented with awards at the annual FIA Prizegiving last year.

The FIA is making good progress with its restructure with nearly all key positions now in place, and there is substantial work underway to become more efficient and transparent to lead motorsport and auto mobility well into the future.

Volunteers are, as always, a cornerstone of what makes our sport happen, and we have so many who give up their precious time weekend after weekend to enable our sport take place across the country. This support and contribution to our sport is so greatly appreciated and can never be taken for granted.

Our Advisory Commissions have an important role to play in helping to shape the future direction of our various sporting disciplines and other specialist areas of our sport. A big thank you goes to all the Advisory Commission members who continue to put so many hours into meetings, discussions, and hard work to help motorsport in New Zealand continue to grow.

I wish to acknowledge and thank the services of Wade Paterson, Craig Finlayson, Tracey Stringer and Dom Kalasih, our Department Chiefs for Stewards, Clerks of the Course, Competitor Relations, and Circuit Safety respectively. Like all of our volunteers they have invested huge amounts of time into our sport, together with the added responsibility that their roles involve. Craig has recently stepped down from the Chief Clerk of the Course role, and I'd especially like to thank him for the instrumental role he has played in bringing our Clerk of the Course training forward.

The MSNZ office has again excelled in the service they aim to provide our customers, constantly going above and beyond, even arranging for licences late at night and on weekends. I believe the communication and information that is disseminated from the office on a regular basis far exceeds what we have achieved in the past, a sure sign of the forward progression we are seeking.

As a Board we have focussed extensively on strong, prudent governance, working with management to progress our strategic goals and provide guidance on the business-as-usual activities. Moving forward from the COVID times we continue to find challenges to our sport with financial uncertainty brought about by the current economic recessionary environment. A massive thanks go to Scott, James, Mark, Ron, Daniel, and their families, for their contribution and ongoing commitment to MotorSport New Zealand.

This year is one of mixed emotions for me, as it is my last as President. The trust you have placed in me for the past eight years is most humbling and I am grateful for the opportunity to have been so involved in our terrific sport. It has been a truly character-building experience, and I hope that during this time we have managed to maintain a steady ship throughout some incredibly unusual and challenging times.

Congratulations to incoming President, Deborah Day, who I am sure, along with the rest of the Board will continue to work hard and bring the sport forward even more.

Finally, thank you to you, our Member Clubs and competitors. Without you, and especially those that have taken the time to be present for this AGM, our organisation and our sport simply would not function as well as it does.



Wayne Christie
President

77th ANNUAL GENERAL MEETING

ANNUAL REPORT FROM THE CHIEF EXECUTIVE OFFICER

7. Annual Report from the Chief Executive Officer

The 2023 Conference theme was focused on “Inspiring the Next Generation” and this has been a theme that the sport as a whole has really focused on during that period. In my report last year, I challenged everyone with a question - “What sort of events can we create to still allow people to compete?”

It has been great to see so that many clubs took this challenge up and delivered on to. There have been a large number of clubs, particularly in the second half of the year running “Introduction to motorsport” events which have opened the door to many who may not have ever thought it could be possible to become involved in our sport.

This has meant that 2023 has been a year of growth and advancement which has seen permitted event numbers continued to grow and participation increase has also increased. We have also seen the transition from the POSSUM platform to the new MotorSport Online system which has allowed us to move to a more digital-focused platform and start that journey to streamline many of our systems and improve the delivery of those services. So, I must first take my hat off to you, the Member Clubs for the organising and running these events, allowing our competitors and officials to continue to do what they enjoy – motorsport.

2023 saw the premier race series promoter New Zealand Motorsport Group conclude their first year. As noted last year, this change was not taken lightly but the vision portrayed by the NZMG team was where the sport felt the championship series need to go in the future. I think that we would all agree the show that the NZMG team delivered both on the ground and also for the TV we exceptional and now gives all of those classes who are part of the Super Sprint MotorSport NZ Championship series a chance to showcase the class and driver in a way that we have now seen in a number of years.

The 2023 NZ Rally Championship saw a real change as the stage times have started getting closer, meaning that even though we have 2 different specs of cars being Rally 2 (R5) and AP4, the parity that exists between them both is working great. Even though Hayden Padden and John Kennard took out the title again, we saw his rivals getting closer in stage times across all of the events and saw Raana Horan take his first ever NZRC Round win at South Canterbury.

ClubSport remains the foundation and continues to showcase a robust level of participation across a diverse range of disciplines. The 2023 Hillclimb Championship featured an intense showdown as we switched to a single-event format for the first time.

It was disappointing that the 2023 ClubSport Championship was cancelled despite the effort put in by Southland Sports Car Club in organising it as the number of entries did not make it viable to run. It would be great to really understand from the competitors around why they don't want to be involved with this championship. As you will see further in my report, ClubSport is a large part of the events we run so for something that is a fundamental part of the sport, it really is strange that we don't have competitors fighting for the honour of running this annual championship.

Moving away from the sporting side, our efforts are continuing to be targeted towards how we can help clubs more. In 2023 and into 2024 we have and still are focusing on the significant issue around the process of road closures and how the process for getting access to roads can be made easier and more cost-effective. We currently seem to be stuck in no-man's land in a battle between NZTA and each of the local road closure bodies. However, there is some light at the end of the tunnels as things do look like they are starting to get some alignment on thinking and ways to move forward. A possible outcome is that we will need to be creating our own training material to then put into place. This would allow us to ensure that we have covered the areas that we need to cover within the system.

We've dedicated considerable effort to continue to develop a comprehensive range of benefits for our license holders, aimed at giving back the value of holding a license. As a result, our network of partners continues to expand, offering everything from insurance, travel, and accommodation to fuel and workshop supplies. Our goal is to expand these benefits further, so if you have a product you'd like to offer at a discounted rate to our fellow license holders, please reach out to me without hesitation.

Financial Result

We knew that 2023 was going to be a financially challenging year with the proposed introduction of MotorSport Online and the writing off of POSSUM from the books. This, alongside the challenge faced by people and businesses still finding their feet coming out of COVID-19. MotorSport New Zealand, Member Clubs and organisers have also seen a steady rise in operating expenses, not only in the general day-to-day items but also in the support of the events with services such as medical cover. This is something that we are all constantly monitoring but it is the reality that we currently face in that the cost of running and supporting an organisation and the running of events is continuing to increase.

Consolidated Accounts (MSNZ & The MSNZ Scholarship Trust)

The consolidated financial result for the 2023 Financial Year is a loss of -\$346,514 (2022 had a loss of -\$408,940).

MotorSport New Zealand Financial Result

2023 Operational deficit before Depreciation was -\$150,911.

Total deficit for the year of -\$320,533.

The MotorSport New Zealand Scholarship Trust

The Trust posted a loss for the 2023 year of -\$25,981 compared to the 2022 financial result of a profit for the year of \$9,849. The Trust in 2023 received donations and grants totalling \$60,500, compared to \$93,700 in 2022.

2023 saw our income return back to pre-COVID levels at \$2,342,940 with a total operating expense of \$2,663,473 with the books showing an end of year result of a shortfall of \$320,533. This shortfall is predominantly made up of a number of one-off expenses including:

- \$75,786 towards MotorSport OnLine to complete the build and additional contingency development work to cover items not originally factored into the build,
- additional legal fees of \$50,000 to cover work done around the constitutional changes both to provide advice and templates for Member Clubs use along with work carried out on our own constitution review as well as work conducted to create trademarking of our products,
- Bad debt of \$71,000 of which a large portion has since been recovered during Q2-2024 and a payment plan for the remainder is in place,
- The depreciation value of POSSUM was set at \$128,000 after its working life was revised to finish at the end of 2023.

If we look at 2023 and beyond for a moment, this loss is not a result that we would like to see continue however we have made a number of investments i.e. MotorSport Online, into the sport that will provide benefits for the future. Although it is very early in the year, we have budgeted for a surplus for 2024 and current trends are showing we are on target to meet that budget. We will however be continuing to review the expenses to ensure these are managed in the most prudent way whilst still delivering the services and working towards our strategic goals.

With the ever-changing environment and to meet our objectives, we implemented a price increase across the board during 2023. This was the first time since 2014 other than a CPI adjustment in 2016. As I said above the costs of the organisation have been closely scrutinised and are being contained wherever possible and we have worked incredibly hard to offset the need for some increases by trying to generate commercial partnerships and additional income. A benefit of these partnerships now in place is that competition licence holders can achieve discounts and savings that far exceed the cost of the licence, a value that wasn't generally previously available.

These increases will continue to be introduced during the years to ensure we, as an organisation stay in step with the economic environment moving forward.

Health and Safety

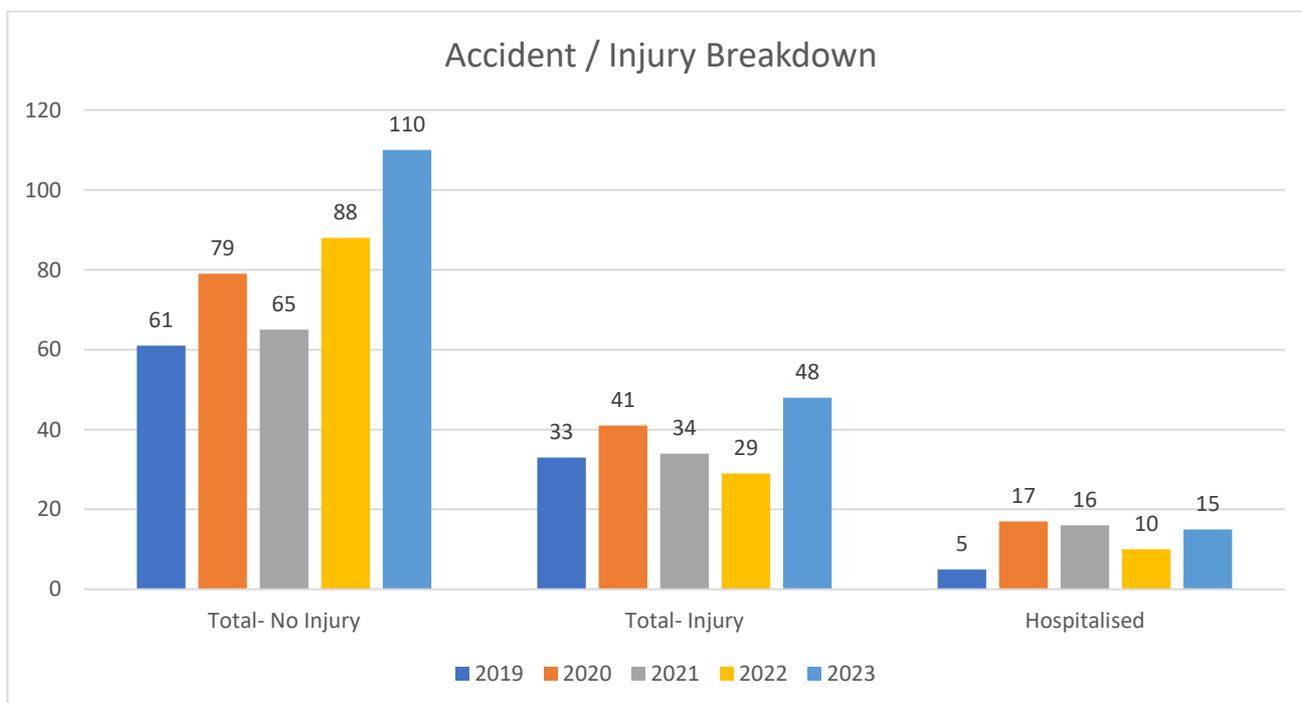
It's understood that incidents are always possible in our sport. Therefore, each of us must continue to take responsibility and contribute to safety measures both for ourselves but also those around you.

It is great to see that the level and improved use of safety equipment at events has continued to grow over the past 12 months and that equipment is of a really high standard. We all know that this equipment does cost but for those of us who have been unfortunate to be in an accident, that investment does prove to be worth it.

The level of detail that has been provided to the office in the accident reports has seen a marked improvement again from 2022 – something that I would really like to thank you and those involved with running your events for doing.

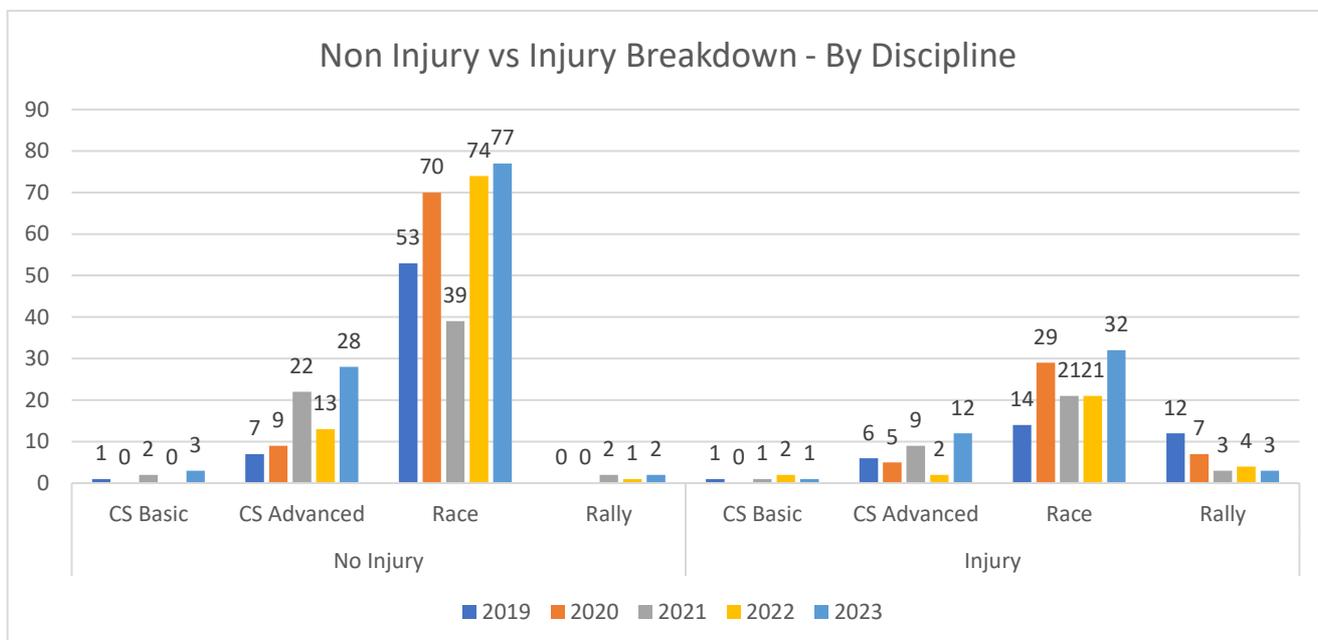
With Steve Collier joining the office during the early part of 2023, this has provided us the ability to look into each and every accident report that gets submitted in more detail than we have had before and start to be able to identify trends that are forming. However, we are still getting a number of reports being submitted that are less than useful and have little to no information on them. Again, we ask that as a club, that you make sure that your volunteers are aware of the need to get these completed fully with as much information as possible as that information gives us an understanding of the areas of possible harm and means we can try and develop plans to reduce the risk in those areas.

As a result of the details provided in the reports throughout the year, we can report that there were 158 reported accidents.



Although there were no deaths during the 2023 season, I must acknowledge the accident on 25 February 2024 that saw the motorsport community lose two talented competitors, Brooklyn Horan and Tyson Jemmett. Their deaths hit the community hard and as a sport our thoughts continue to be with the families of them both as they mourn the loss of the people they loved.

The accident is being looked at by both the Coroner and WorkSafe as well as we will be conducting our own internal investigation into the accident.



From the 16,571 competitors that took part in our sport in 2023, we had an overall injury percentage of 0.95%. Although this does show an increase over 2022 (0.19%), we can attribute this to the increased volume of reports being received due to the better understanding around the reporting process and what should or shouldn't be reported.

Like any organisation, we would all like to get to the position that we have a 0% injury record but in a sport that has an element of risk involved achieving this is going to be a real challenge. So, as long as we continue to be able to actively demonstrate that we are both identifying and managing any risks that have been identified whilst reviewing and making changes when accidents occur then we are heading in the right direction.

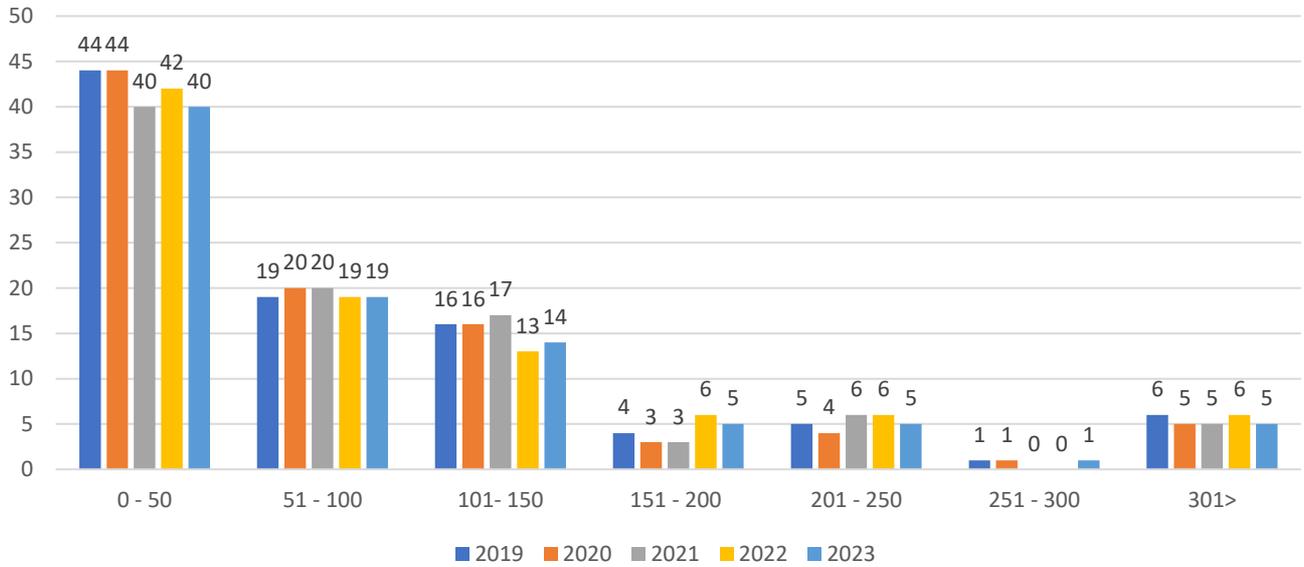
At the end of the day – safety is everyone's responsibility so let's all work together, both as a governing body and member clubs so make sure we are providing the best outcome for all involved to ensure everyone goes home safe at the end of the day and we can ensure our sport is able to continue to operate.

MotorSport New Zealand Member Clubs

For the financial year ending 31 December 2023, there were 89 affiliated clubs with a total individual club membership of 9,851 people.

Below is a summary of both the split of Club sizes along with the gender and age split of the membership.

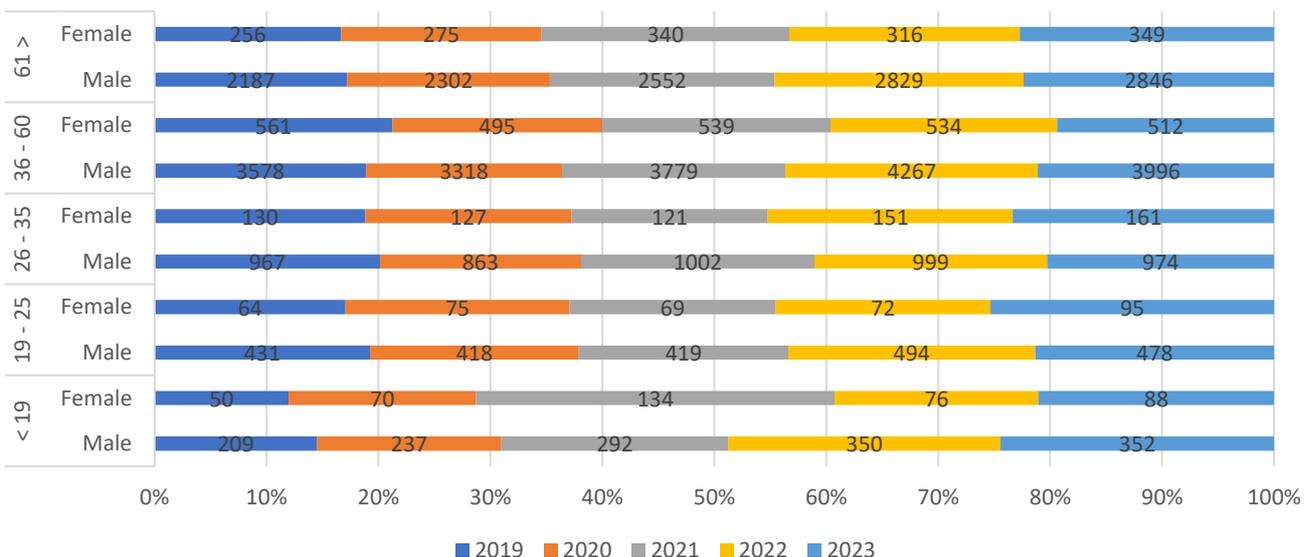
Member Club Sizes



Membership Gender Split



Member Club Gender Age Split



MotorSport New Zealand Affiliated Associations

We are fortunate that we have 3 additional motor sporting bodies that we grant delegated FIA authority which allows them to conduct those specific streams of motorsport under their own rules.

Those bodies are:

- NZ Drag Racing Association (NZDRA) with 355 licence holders
- KartSport NZ Inc (KSNZ) with 1,148 licence holders
- Vintage Car Club Inc (VCC) with 8,192 licence holders

We continue to strengthen our links with all 3 of these associations as further means to continue the growth of the sport. These links included the continued work around the development of a MotorSport Safety Protocols Group to align our process of safety matters and create a better voice when talking with government-based organisations.

The past 12 months has seen an increased dialogue between the Vintage Car Club and MSNZ's Historic Advisory Commission. This has ensured that the collaboration is open and that where and when possible, events are being run in conjunction with MotorSport New Zealand Historic events. This has now also extended to working with them to align the safety requirements of both vehicles and competitor safety. I would like to thank Bruce Dyer (Historic Advisory Commission Chair) and Tim Hill who has led these conversations over the past 12 months. I would also like to acknowledge Diane Quarrie who retired as VCC President in 2023.

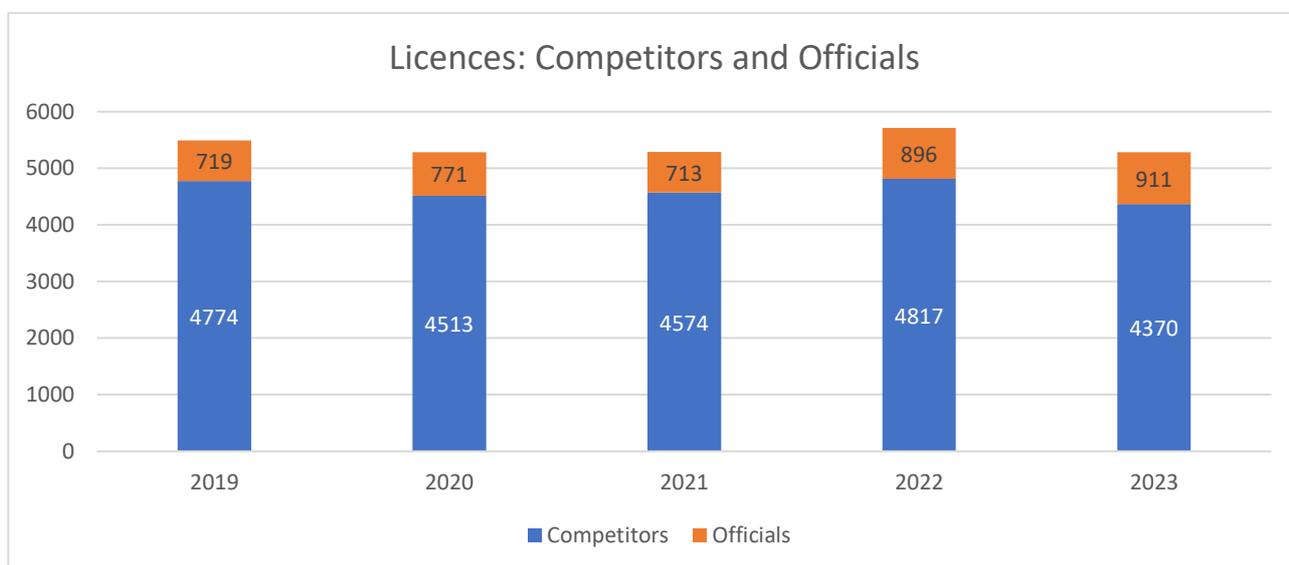
KartSport New Zealand has always been recognised as a breeding ground for our future motorsport stars to cut their teeth in so the real willingness of KSNZ to foster and grow the pathways between our 2 codes has been great and we continue to work on initiatives to ensure this flow of competitors between the 2 of us is maintained for the years to come.

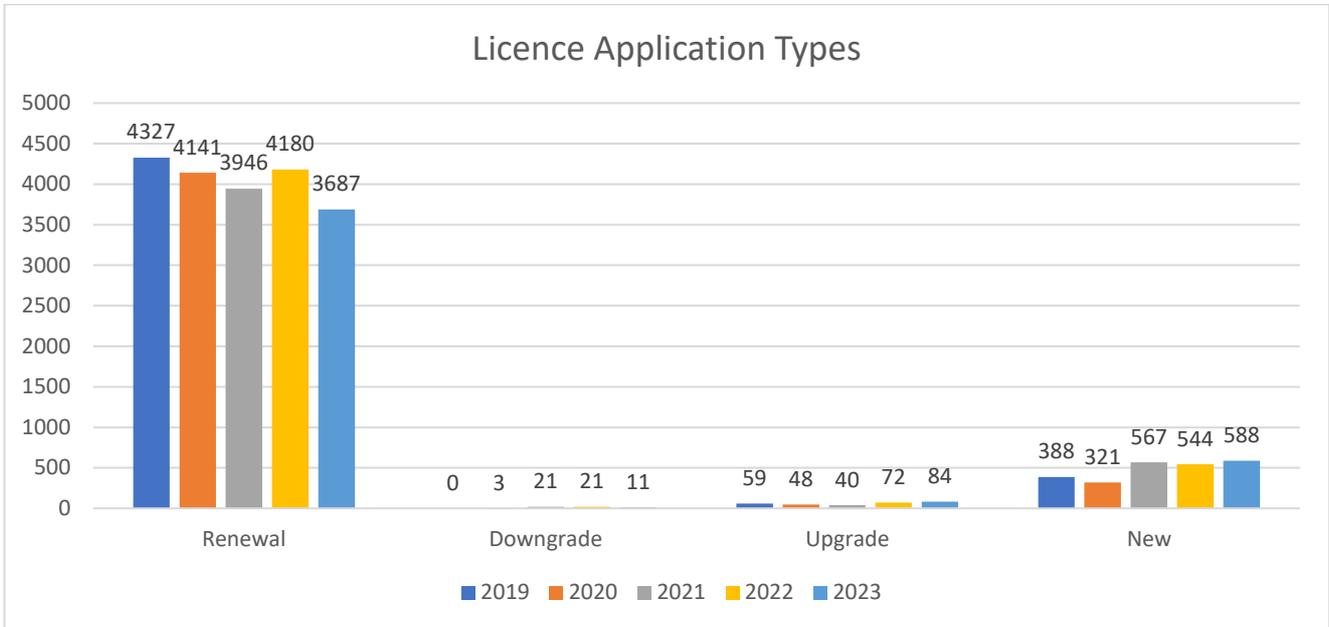
New Zealand Drag Racing Association continues to advocate and run a number of strong events around the country. Weather challenges in 2023 caused a few disruptions but overall, they saw a strong season and some close battles.

Licences – year ending December 2023

Overall

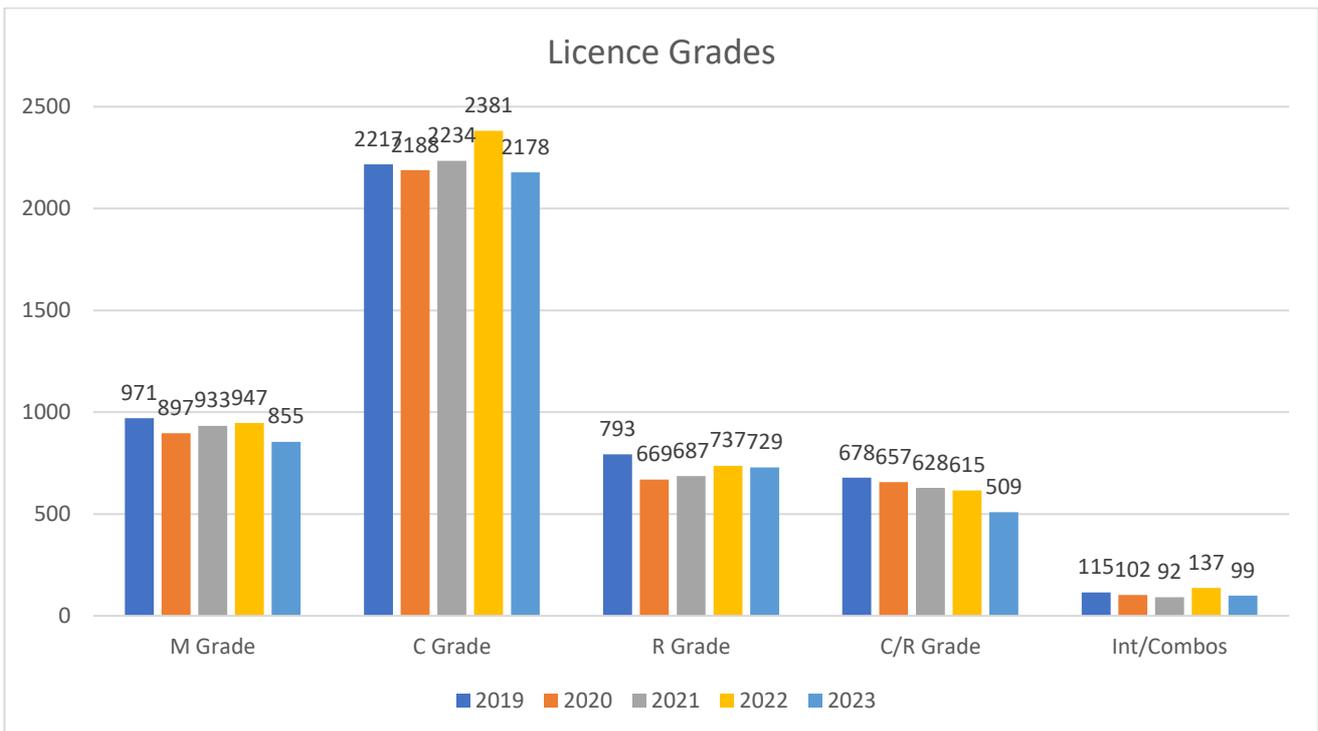
At the end of December 2023, 4,370 competition licences had been issued compared to 4,817 in 2022 – a decrease of 10.2% or 447 licences. We have found that the introduction of MotorSport Online system in July 2023 has caused a number of people to not renew with many citing that they didn't use their competition licence anymore any way and didn't want to learn a new system just to hold a piece of plastic.





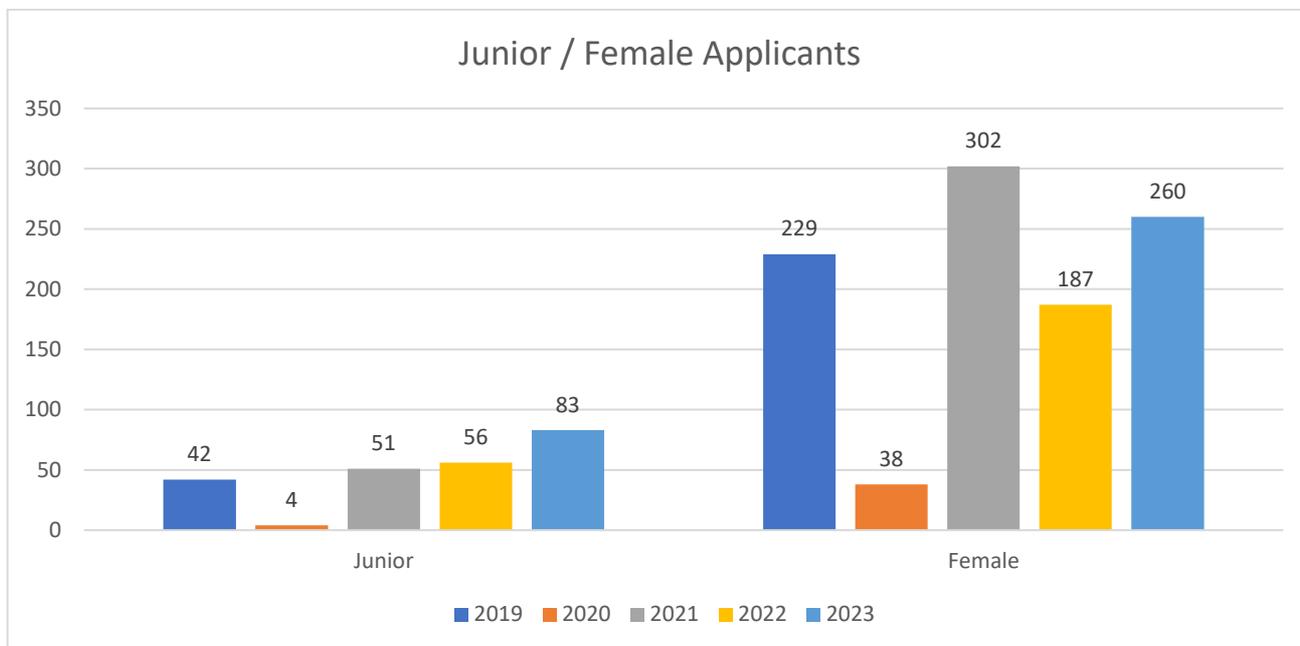
Licence Specific

As noted above and can be seen in graph below, we have seen a decrease in licences held during the 2023 year however we are continuing to see a strong uptake of new licence holders coming into the sport and this is the strongest we have seen it in many years. This means that as a sport we are attracting people to join us, and the challenge is how can we retain the existing licence holders to remain in the sport. It will always be the case that people with either retire or move away from the sport for various reason and in the current climate where we are all challenged for time this is inevitable.



Additionally, the number of Junior (under 16) continues to grow strongly with a 48% increase. This is a great thing to see as we need to continue the work on bringing new blood into the sport. The rise of stars such as Liam Lawson and the Drive to Survive programme has definitely helped inform people of motorsport and the excitement of being involved.

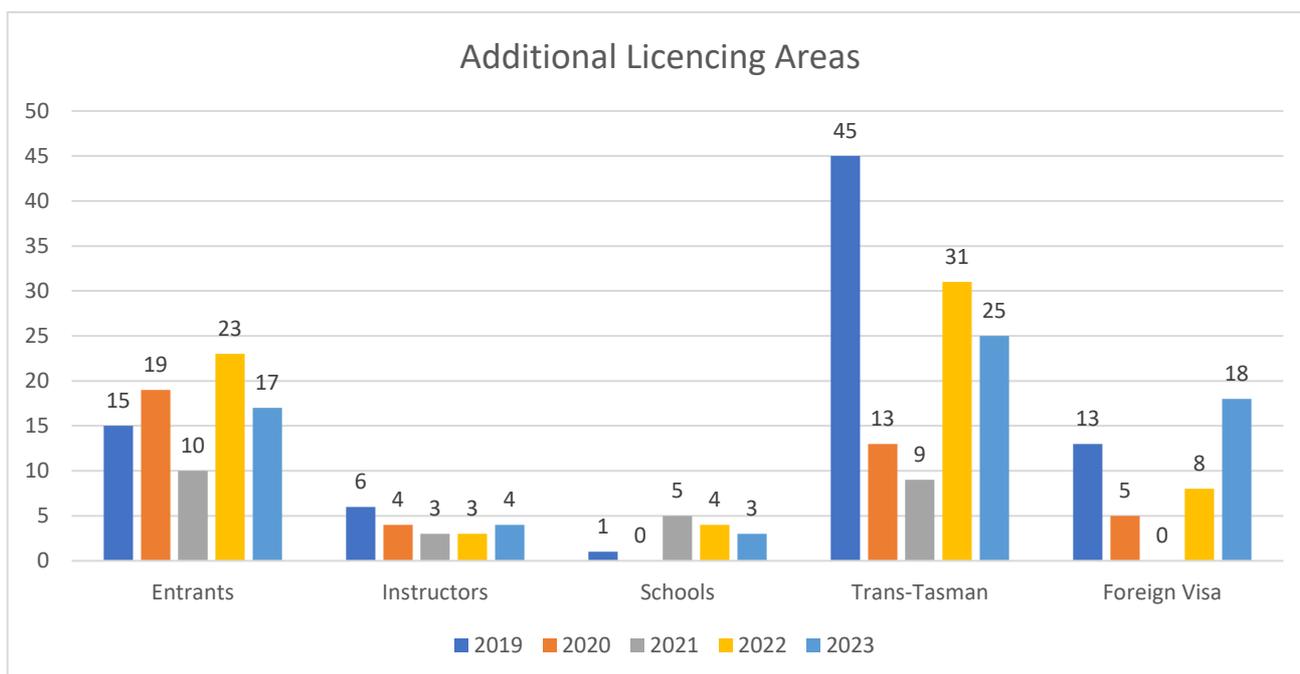
The number of our female licence holders is also continuing to grow as well, up 40.1% on 2022.



Both sectors are crucial areas for attracting new participants to the sport, so they will be integral to our strategy going forward in expanding our reach. I'm aware that there's some reluctance to specifically target females for involvement in the sport. However, the barriers, whether real or perceived, still deter many potential participants from even considering getting involved and those messages are something that we need to be aware of as they are actually perceived barriers for anyone wanting to join our sport. Through the work that the People in Motorsport Advisory Commission are doing, we aim to offer a supportive resource for anyone, regardless of gender or ability, to ask questions or take their initial steps into the sport without the fear of judgment before they've even started.

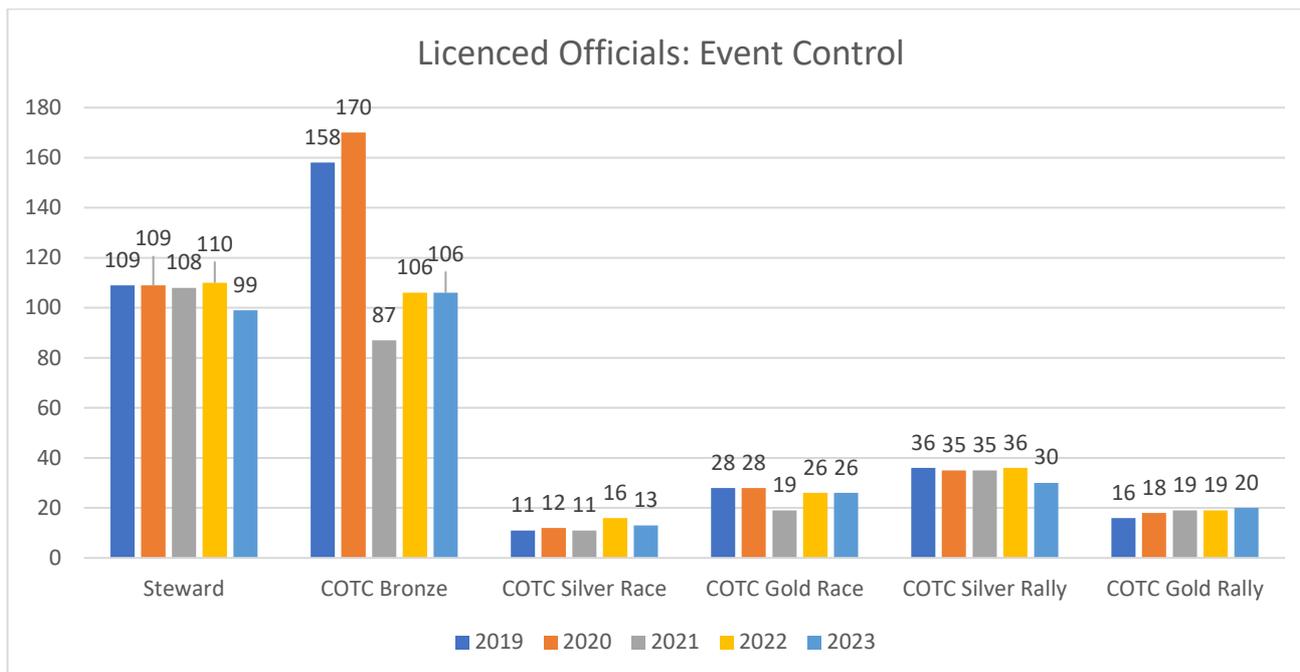
Additional Areas

2023 has seen a number of competitors taking the step to sample events overseas which has led to an increase in the issue of foreign visas.

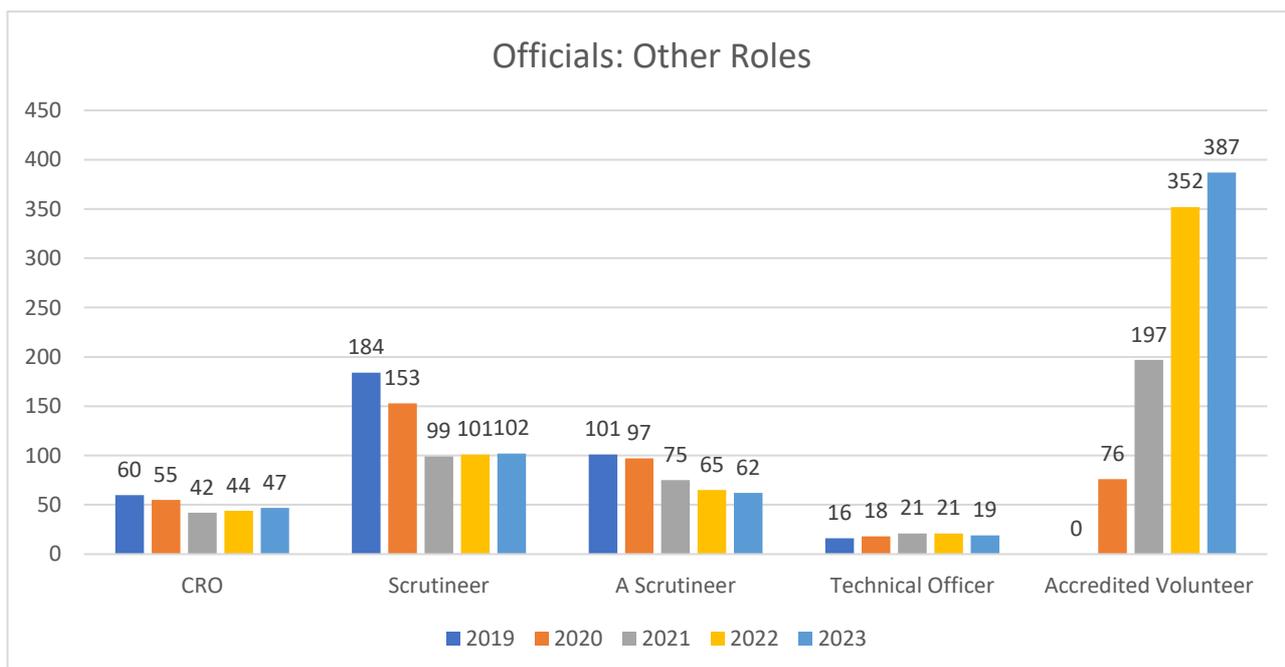


Volunteers - Licenced Officials

Volunteers remain the backbone of our sport, whether they serve as licensed officials at events or clubs, or as volunteers on organising committees putting in the hard work to ensure events run smoothly long before they begin. Many of you who are reading this report play multiple roles consistently, and I want to express my gratitude once again for your dedication and time in keeping our sport thriving.



Comparing 2023 to 2022, the number of licenced officials has remained relatively steady with slight decreases in Sliver Race and Rally and a reduction in Stewards.



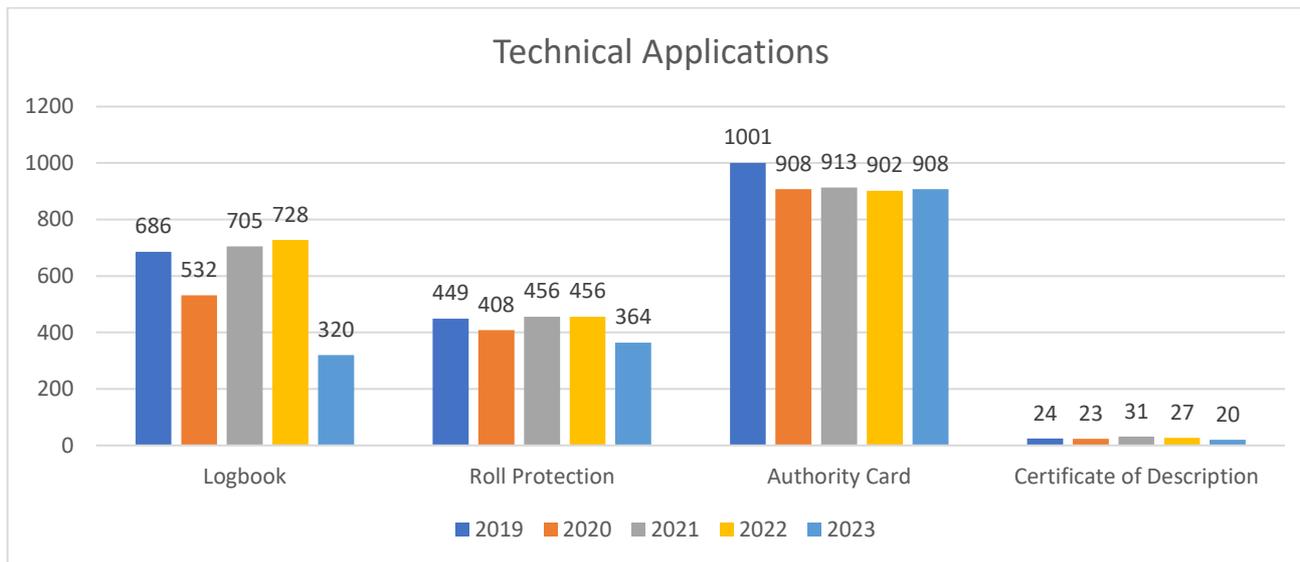
The Scrutineer's department has also remained steady in 2023 and we have seen a number of new members join replacing those who have decided to retire. This is progressing a succession plan and providing some great future sustainability for the department moving forward.

Volunteers – Accredited Volunteers

The MotorSport Accredited Volunteers (formerly MSR) are seeing a steady increase in numbers, with 387 logbook holders currently. This system allows volunteer officials, who play crucial roles not covered by the existing license system, to document their contributions and pursue pathways for advancement in other roles. The Volunteer Officials Advisory Commission is actively involved in supporting and developing training for these roles. We are also working with the Commission to better integrate some of these roles into the licensing framework.

Technical Department

Technical applications as a whole have remained relatively stable from 2022 to 2023. The most notable decrease is around logbooks with the introduction of the MSOL system and the intent to move to digital logbooks in the future.

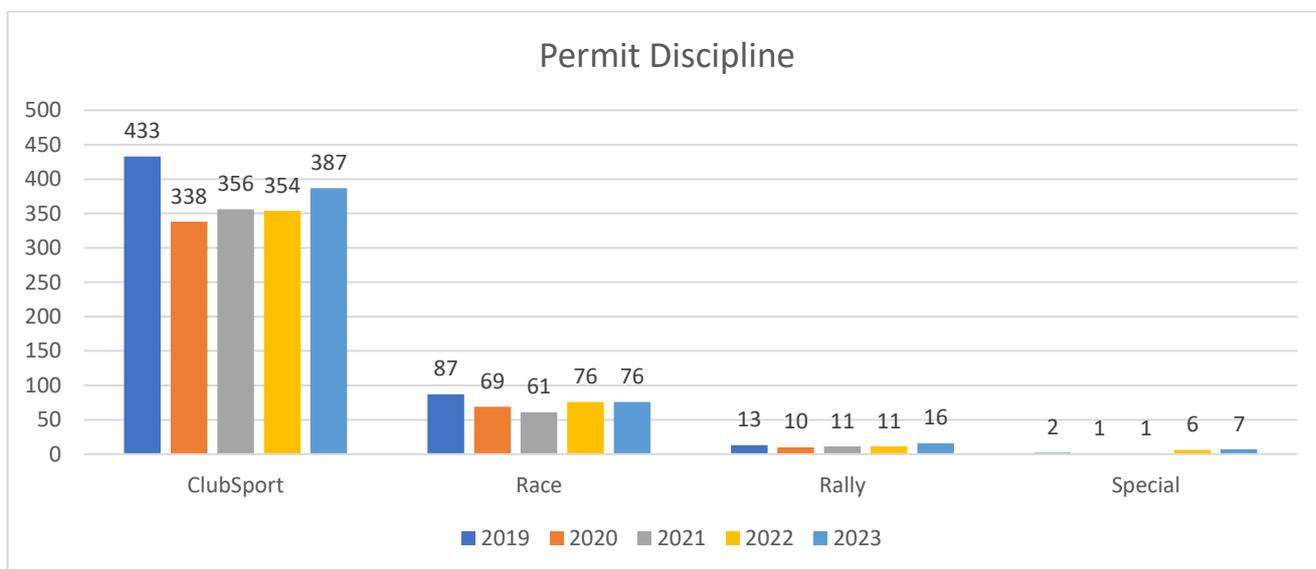
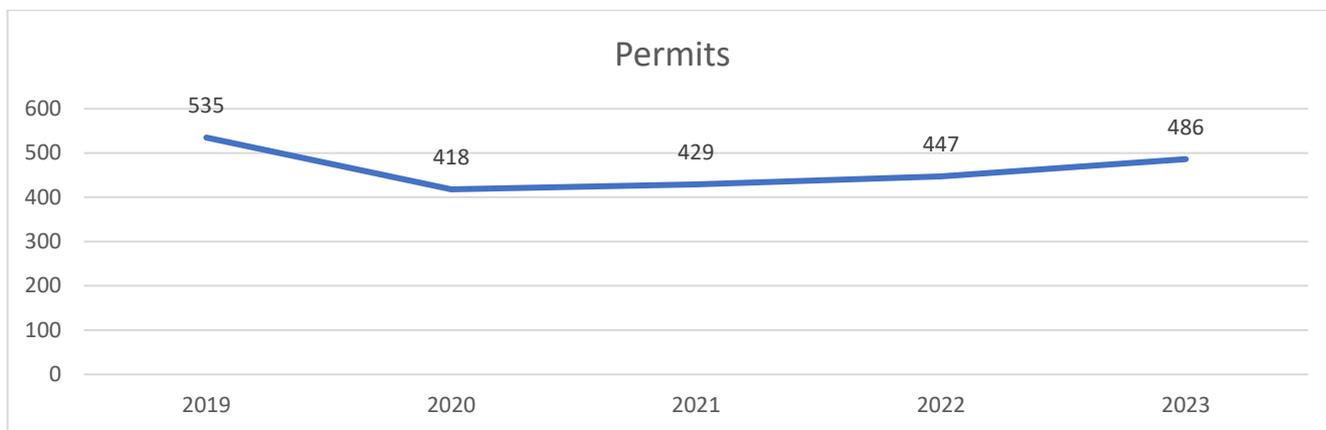


A focus during 2023 and with the introduction of MSOL was to improve the processing time of applications. The move to a more digital platform has in the most seen this achieved.

However, one thing that hasn't stopped is the number of applications that have arrived at the office still missing information. Irrespective of if it is a digital or paper application, if it doesn't contain all the information, it will slow the process down. We would therefore ask you to remind your members that they need to read each section and complete it fully prior to submitting it.

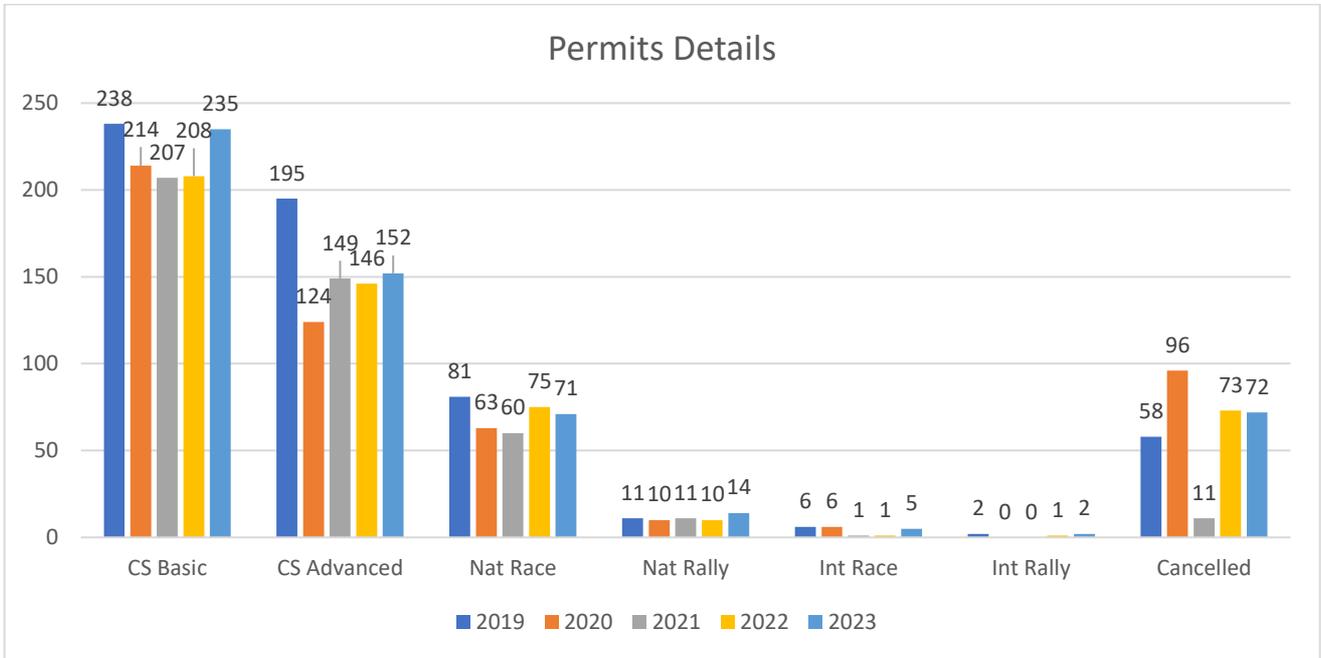
Event Permits

2023 has seen a steady increase in Event Permits being issued which has seen 486 issued against 447 in 2022, an 8.7% increase.



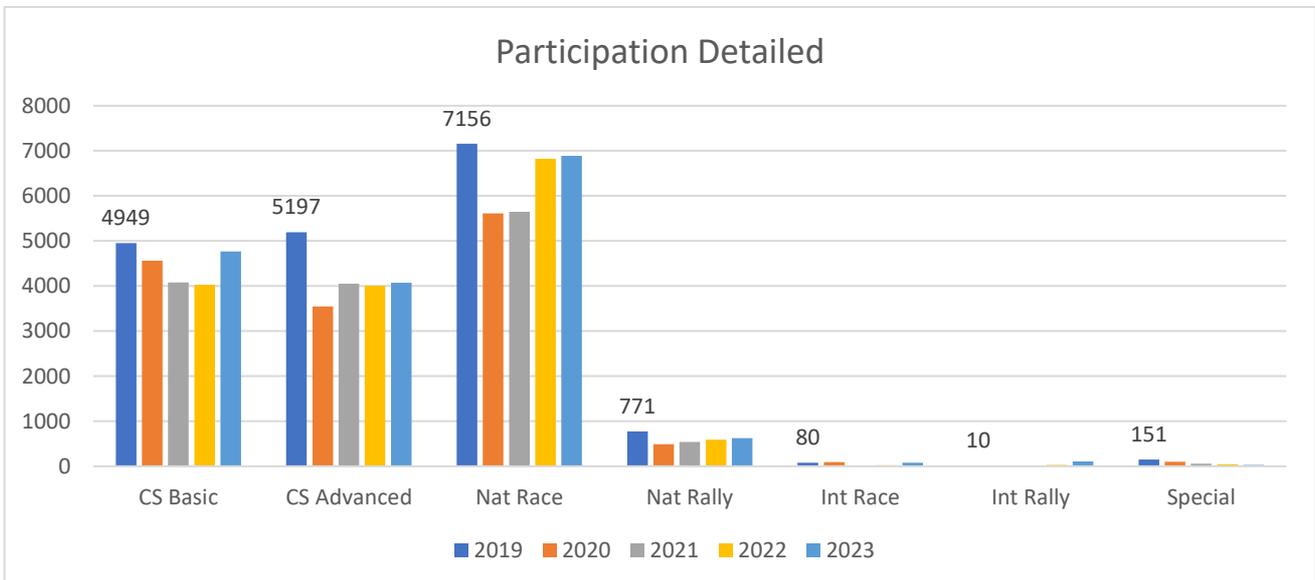
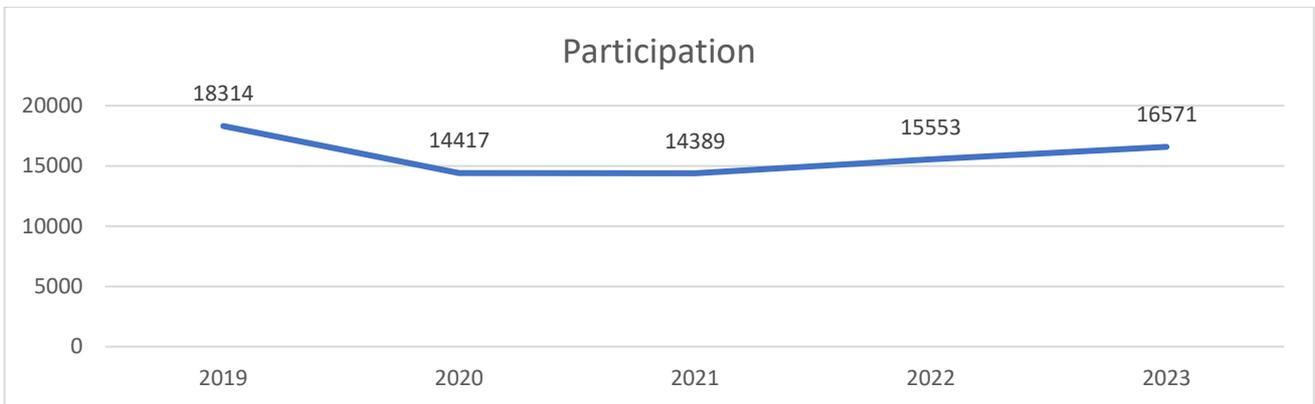
The majority of those additional permits that were issued were in ClubSport with around 30 additional ClubSport Basic events taking place in 2023.

Rally was also able to enjoy a full and uninterrupted season and saw an additional 5 events run.



Event Participation

2023 saw an increase of 6.5% in event participation numbers with a total of 16,571 competing against 15,553 in the 2022. Again, the major increase came in the ClubSport Basic sector. It is good however to note that all other areas grew slightly as well and are starting to get close to pre-COVID levels.



Training

This continues to be a strong focus for the sport moving forward. By ensuring that we provide our licenced officials with the right training, we are doing our best to ensure that we are providing a safe and fair environment for all of us to enjoy our sport. The various topics that have been covered by the micro modules have ensured that we are targeting focused subjects to the right people.

As a sport we need to ensure that with the training we keep our key outcomes in mind, being:

- Ensure all of our licenced officials are trained to a minimum standard and are able to provide consistent service nationwide irrespective of the event or class.
- Provide a consistent training message nationwide ensuring consistent delivery of the rules.
- To allow training to continue throughout the year providing short and easy to manage upskilling modules at regular intervals instead of once every 2 or 3 years.
- Create a record of learning and competence for all licenced official roles.
- To work towards a programme of continuous improvement for the various licenced officials.

2023 saw the launch of the Officials Introduction module. This was targeted at volunteers who are looking to make that step up to become a licenced official for the first time. Since its inception, we have seen over 50 new volunteers taking the step into the various licenced official roles.

What we have seen across all of the licenced officials that have undergone the online training is a marked improvement of the quality of the reporting provided post-event and many, many comments back around how they have learnt new things or new approaches to the way they could do things.

With the initial online training happening and underway, we have started to phase the face-to-face session back in. These will now focus on lessons learnt, experiences and the ability to share knowledge to ensure that the practical side of things is better understood, and the officials are able to create a support network. Initial plans to continue with the face-to-face training in late 2023 was stalled due to lack of uptake. This meant that the CotC face to face sessions were transferred to early 2024. Technical and CRO's will see a roll out of their session in the second half of 2024.

Aaron Johnston and I would like to extend our gratitude to Wade Paterson (Chief Steward), Craig Finlayson (former Chief CotC), Tracey Stringer (Chief CRO), and their support teams, as well as Devan Gregory (Technical Manager), for their invaluable contributions in the ongoing developing the content for the training modules. As the subject matter experts in their respective departments and the individuals directly involved in operations, their input plays a crucial role in ensuring that we train the right individuals with the appropriate content.

The Volunteer Advisory Commission also continues to evolve the training programme for the unlicenced official roles and have been working with various clubs around the country as this progress to provide again a consistent response across the nation. This will continue to evolve during 2024 and into 2025.

If as a Club, you feel that there are particular areas of training that you think could be considered please don't hesitate to contact Aaron Johnston, Trainer and Educator and he can work with the relevant Head of Department to look into this.

Department Reports

Over the following pages you will be able to read the individual reports from the various Heads of Department and Advisory Commission Chairs. They will be covering off the works that they have been doing over the past 12 months. All the members of each of these groups are volunteers and they give up their time to do what they do for the good of the sport. When you do see them in the service park, in the pits or at the conference, please don't forget to thank them for the time that they give up fulfilling these roles.

Chief Steward's Report

Submitted by Wade Paterson

Finally, a year clear of any Covid restrictions, and motorsport in New Zealand has at last returned to normal, which in turn has meant it's been a busy time for the MSNZ Stewarding Department.

In the period 1st April 2023 – 31st March 2024, there have been a total of 469 (462) permits issued. The breakdown of all Permits issued being; 7 (8) International, 78 (93) National, 5 (?) Clubmans Rally, 142 (149) Clubsport Advanced, 238 (210) Clubsport Basic) NB Last year's figures are in brackets. There has been quite a significant rise in the number of Clubsport Basic level events, somewhere in the region of 13% which indicates a strong interest at ground level which is great for the sport. However just under half of all permitted events still required the presence of at least 1 or more Stewards, meaning that there is still quite a demand on Steward's services and time.

I would once again like to thank the 9 Permit Issuing Stewards who handle the majority of these permits, it is quite a task ensuring that these events comply with the appropriate regulations as well as arranging for a Steward or Stewards to be appointed to events. I do note that the past season has seen a number of calendar clashes, and this has put a considerable strain on Stewarding resources as has the number of 3-day events.

As mentioned in last year's report the 2023 National Stewarding Committee (NSC) meeting was as planned held in Queenstown at our home in July. I was joined by four Area Stewards, unfortunately, Dale Crossley (Area 1), was unable to attend due to personal reasons, however he did join us by phone link for the major event appointments session on the Sunday. It was generally regarded as being one of the best meetings we have had in recent years and we managed to cover off a very full agenda. I would like to thank the Area Stewards for their time, input and support over the past 12 months.

Sporty initially presented a number of challenges to the Stewards since its inception with a number of Stewards expressing their frustration in trying to get it to work. However, it is pleasing to note that most of the Steward's reports are coming through Sporty and as the year has progressed it appears that people are getting used to the new system.

I have been continuing to work closely with Aaron Johnston the MSNZ Training Manager to continue the Steward's online training. Last year saw the roll out of the first training module and early this year a module covering the Role of a Steward at a Serious or Fatal Accident was released. This covers what the tasks of the Steward are, overseeing and ensuring that all officials involved carry out their allotted tasks, assisting where needed, working as part of the team and finally, collecting all reports and sending these to the MSNZ office. I would like to record my sincere thanks to Aaron for his efforts in putting the module together as it has not been an easy task to complete this particular module.

In September I was invited to attend the MSNZ Board meeting in Invercargill at which I gave a presentation giving a general overview of the Stewarding Department, along with a look into what the future on-line and face to face training programme might look like. I still believe that on event training is the most valuable tool we have but there are obviously some limitations to this approach.

The 2024 TRS Series, now known as CTFROC presented a totally different way of race management given its FIA status. Each of this Championship's 5 rounds had their own dedicated CTFROC Stewarding panel, who operated under the FIA model. This did put pressure on Stewarding resources as it meant each of those rounds also required a separate panel of 3 Stewards to look after the supporting classes.

We continue to try and attract new Stewards and to this end it is pleasing to note that there have been 5 new Stewards appointed in the past 12 months, Amy Pullen Area 1, Andrew Knox Area 3, Leon Cask Area 3, Stu Andrews Area 3, and Terry Carkeek Area 3, we welcome them to the Stewarding team.

The Stewarding department continues to work in closely with other MotorSport Departments and on behalf of the Stewarding team I would like to thank those Departments for their co-operation and assistance over the past 12 months.

Clerk of the Course Department

Submitted by Elton Goonan

With the recent resignation of Craig Finlayson, I have compiled the following update around the Clerk of the Course department.

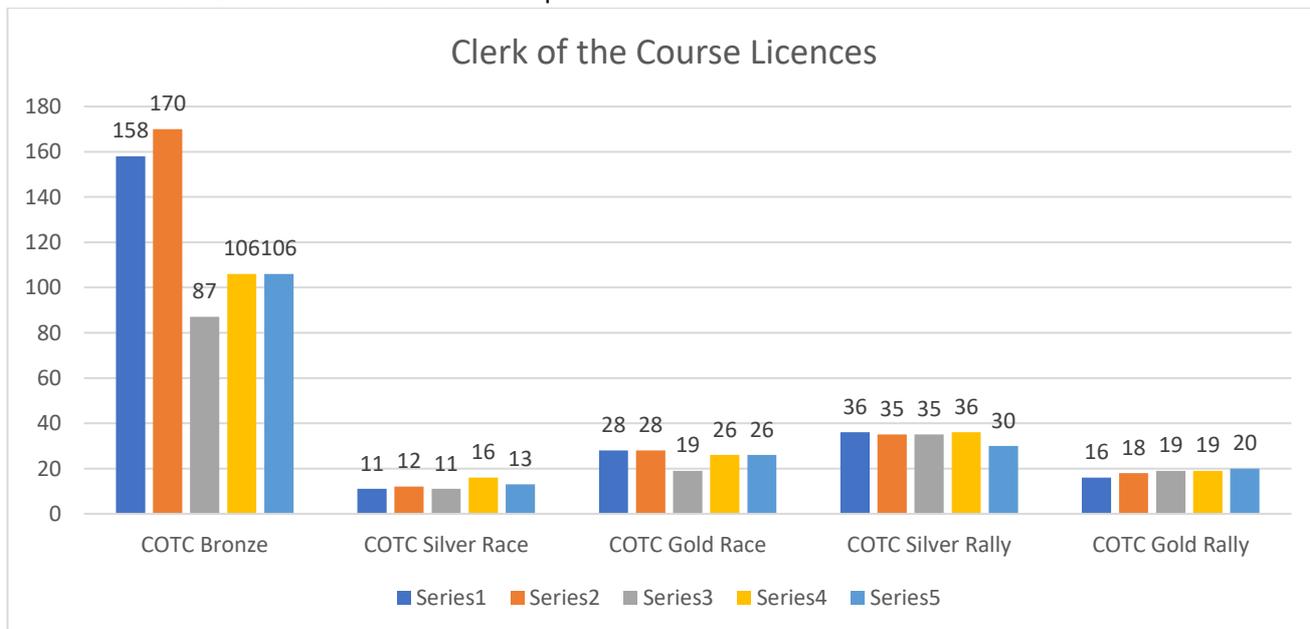
It has been great to see the engagement with the micro modules for training. The outcome of this has seen some real change in the quality of the reports submitted post event however there is still a need to get this post-event reports submitted soon. Despite follow ups we are sometimes seeing 2 and sometimes 3 weeks before they are being submitted.

The micro modules have been focused on:

- Hearing and Decisions
- Media Requirements
- Accident and Medical Reporting
- Radio Communications

The implementation of the Officials Introduction Module has seen 18 new take the step into the licensed Clerk of the Course role. We have also seen 2 Silver Rally and 2 Race Clerks upgrade to Gold. This was also complemented by a Silver Race and Rally stepping up from Bronze level.

Current licenced Clerks of the Course as of April 2024:



The initial attempt at running the annual face to face training sessions at the end of 2023 was cancelled due to the lack of uptake on the dates provided. This meant that the Rally face to face was postponed to February 2024 which saw 22 attendees over the 2 weekends. The Race face to face will now be held in August 2024 so we ask that you ensure that your Race CotC's are aware and attend.

On behalf of the Sport, I would like to thank Craig and rest of his close team for their work over the past 12 months. I would also like to extend my thanks to the 184 Clerks of the Course around the country. They like all officials play a key role and are an important link in the operation of any event.

Chief Competitor Relation's Officer's Report

Submitted by Tracey Stringer

Firstly, a huge thanks to our CRO Team! This has been a busy year with many events being attended.

I have had the pleasure of working alongside some of you at events over the last year and I have enjoyed the opportunity to meet our new members and re-connect with others on the team. It is always great to be able to hear about your experiences, your feedback, and your concerns – together we can work towards new ideas and improving our team experiences.

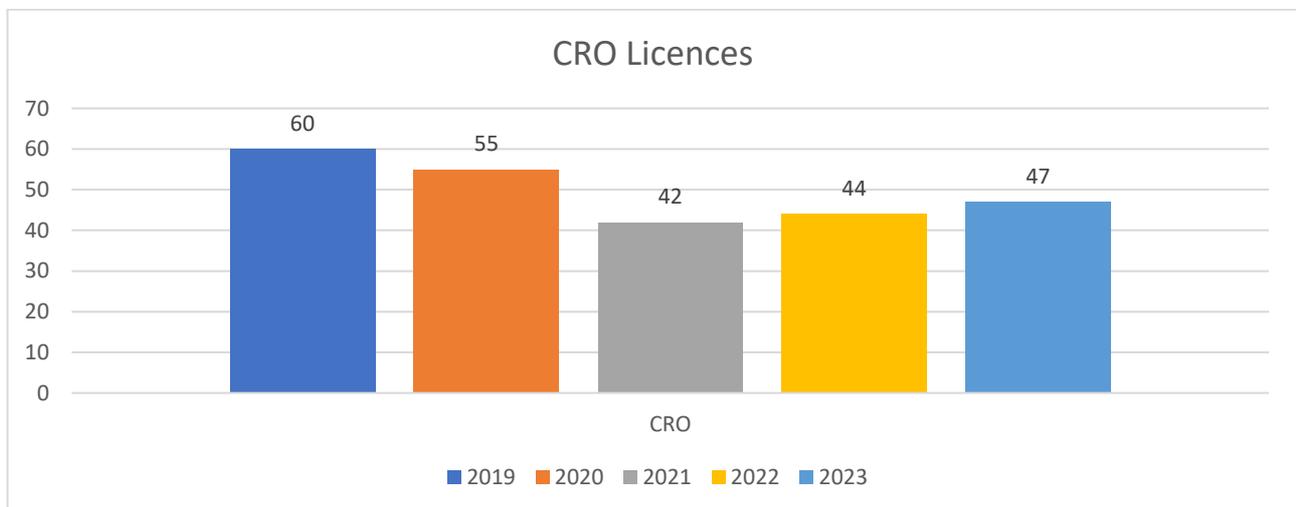
Your dedication and commitment to our sport is outstanding – thank you!

CRO Team update

We currently have 50 licensed CRO's on the team.

We have welcomed a few new team members this year and it's pleasing to see volunteers being interested in our role. I look forward to meeting them at an event and catching up on their feedback.

And we have five new members currently going through their event experience before completing their license requirements.



I would like to thank the team for their ongoing assistance in mentoring our new members and sharing their knowledge and experience.

A big thanks to Carter Rinkin for being the CRO at our first Drift event over the summer, it's my turn next. Looking forward to learning how our team works in this discipline and sharing our experiences in future updates.

We have had a very busy summer race season, which has provided plenty of opportunity for on event experience's, learning and making new friends.

To the Rally CRO Teams – have fun, stay dry and have a successful season.

CRO Training

As we are now settled into a training module calendar that now ensures certainty around when we are completing our CRO Module's and at what time of the year that the training has become more manageable, and that with this new regime you are finding the training achievable with an extended completion time and an allocated CRO session.

We have two new modules – a Customer Service module and an Inquiries and Subsequent Actions module that some of you have completed already and the Health and Wellbeing module that will be released next year.

We are now actively working on the Face-to-face training, organizing venues and dates to make it as accessible to as many of the team as we can. These sessions will be held over the months of August to October this year.

I would like to take the opportunity to thank Aaron for his continued support with our team training. His development of our modules and implementation of the training is invaluable.

Newsletter

Our first CRO Newsletter Edition was released at the end of last year, we will be producing this quarterly and it's a great way to share our teams' experiences and pass on any new information. If you are interested in receiving our newsletter and do not get it currently then please email Jakob at jakob@motorsport.org.nz.

CRO Toolbox

My report last year referred to this being near completion, and I was very happy to see it come to fruition and be available on the website. The CRO Resources tab on the forms section is a handy place to find all our event forms that we may need.

If we have any new resources to add, then they will be highlighted in any future newsletters.

Motorsport New Zealand Office Team

Thank you for your ongoing support of our team! As always you are all a pleasure to deal with!

And on a personal note, I would like to pass on my heartfelt thanks to our Motorsport New Zealand family. This year we were faced with a great loss, this has seen us come together in a way that reflects the love and respect we have for each other, with an outpouring of grief, together we showed why this sport is more than the *competition, it's about the people* - our family. Thank you for being there for me and for each other x

'Forever in our hearts' Brooklyn and Tyson

Head of Circuit Safety Report

Submitted by Domenico Kalasih

With the exception of Taupo, all the 2024 annual circuit inspections were completed in April. The Taupo inspection was deferred due to the V8SC event however, Circuit Safety Dept. was involved in the circuit upgrades at Taupo, and it does not have any material concerns with that track infrastructure.

Last year FIA gave an international directive to all ASNs to remove kerbs that tend to launch cars airborne. We are well on track to meet that requirement. Highlands did not have sufficient time to remove and amend its kerbing in that regard however, those changes will be completed during the off season therefore all NZ circuits will meet the FIA requirements by next summer.

During this year's inspections a focus was made on the safety and access to areas approved for photographers. This has resulted in a number of changes and the respective plans are being amended to ensure these areas are accurately and clearly delineated. We also identified areas where there is inconsistent use of documentation to communicate these areas therefore circuits taking a more stringent approach to this is expected to reduce the risk to the safety and wellbeing of photographers.

All circuits have continued progressing with the addition of more tyre bundles to reduce the impact severity of crashes. The supply of conveyor belting, and the resource associated with the construction remains an ongoing challenge for all circuits adding tyre bundles however, given these constraints good progress is being made.

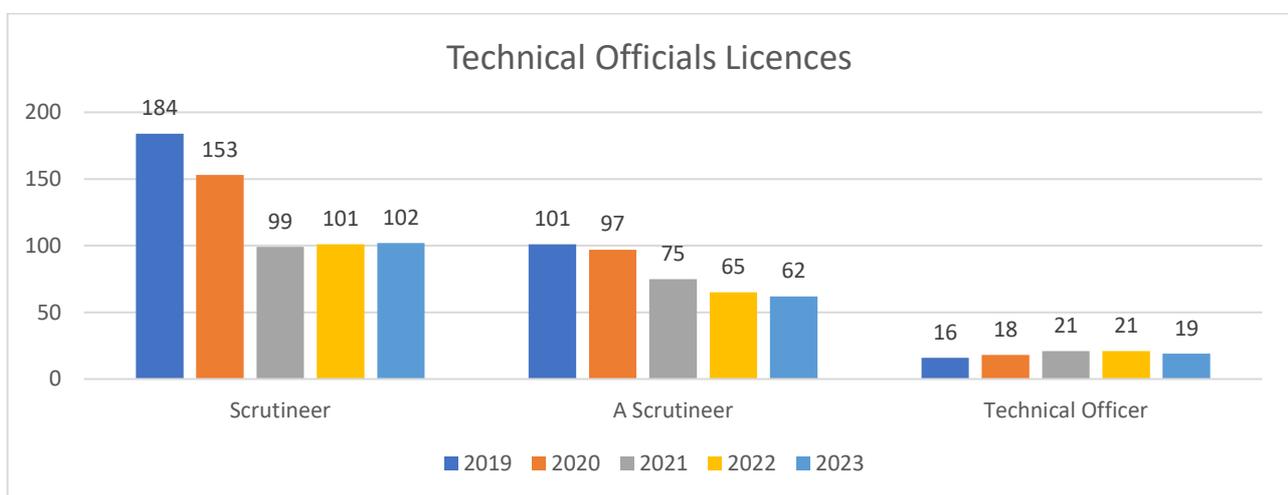
Crash and incident post-event reports are being used to identify and prioritise risk areas and Circuit Safety continues to work with the Volunteer Officials Advisory Commission to ensure incidents are being reported. This information is key to strategizing the specific areas at respective circuits that can potentially be further improved.

The Circuit Safety Dept. appreciate the good intent and proactive approach that all circuits have shown to continually improve the safety of their assets. Apart from the installation of more tyre bundles, other areas of improvements that have been made at circuits include progress with resealing, and the new pit lane exit at Taupo. Currently there is also consideration being given to curve realignment. These initiatives demonstrate the ongoing commitment by circuits to continually improve.

I would like to thank Roger Laird, Kevin O'Neill and Nathan Archer for their considerable time and effort supporting circuit safety.

Head of Technical Department's Report

Submitted by Devan Gregory



MotorSport Online - Heading towards our first 12 months with MSOL we are getting closer to having all Scrutineers using it. There is still some resistance, but most are prepared to make things work to their benefit.

Where possible onsite training has been conducted at events which has been well received. There was some initial reluctance, but once we get alongside, we generally get positive results especially with some of the older Scrutineers, with them picking up the system and running with it. The oldest user currently is 80 years old.

When the data was brought across from "Possum" we included data from vehicles that we had on the system that appeared to have no owner. With MSOL being used for a lot of events now, this data is being corrected in the system with the number of unknown vehicle owners reducing quite quickly.

The Technical staff are only too happy to help our competitors to work through the system and spend some time during the day providing such assistance.

LVVTA - Our relationship with the LVVTA remains strong, having spoken several times over the 12 months discussing issues from their end as well as ours. Their move to their new premises is moving slowly with the land being earmarked and future developments being pursued.

Mike remains our representative with the LVVTA and recently was recertified as a Test Certifier. It is convenient having a Test Certifier in the office that we can discuss certification and Authority Card issues with.

Applications – The applications seem to come and go for no reason, rather than being steady. When we think it is becoming steady, we will have a quiet week to prove us wrong. Strangely enough though, the statistics are very much the same if not slightly better than last year.

Training – We have had 20 new Scrutineers added from the Scrutineer's Introductory Course. 60 have completed the renewal module to renew their licence for another 2 years.

It was decided that we should a devise a course to help Scrutineers to understand MotorSport Online and the MotorSport App. This course has currently been completed by 85 Scrutineers.

Face to Face Training is starting again with an evening at the Hutt Valley Car Club in August, followed by a roadshow covering most of the country.

Event Officials – We were able to field a Championship Scrutineer for every Championship class over the last race season.

Unfortunately, we are losing two Technical Officers this year. Rex Clark is retiring from official duties as a Technical Officer. We thank Rex for his valued help over the years. We have replaced Rex with a new Technical Officer named Sheridan Bonner. Sheridan has had a background in Formula First so will take over from Rex relatively seamlessly. Sheridan has been working alongside Rex this last season to learn his duties.

Recently Terry Carkeek notified us of his intention to resign as a Technical Officer. He does intend to stay on as a Scrutineer for the foreseeable future. Once again Terry has a lot of knowledge regarding the technical nature of the "Sport" and will be missed.

I would like to wish both the best wishes for the future.

Although we have several Scrutineers who decided they no longer wish to hold a Scrutineer Licence we still have a large number of Scrutineers, current numbers are approx. 190. It would be great if a significant number of these were active but, sadly, this is not the case, with many events struggling to find willing Scrutineers.

There have been a number of younger people gaining their Scrutineer Licence which in turn has lowered to average age across all sectors. We need to focus on succession as the sport in the future will be held by those young people today as the older generation move on. We are only guardians for the next generation.

Historic – Once again communication with the Historic Advisory Commission has been excellent and we generally manage to get CODs issued in a timely manner. Bruce Dyer, the Advisory Commission Chairman, and the rest of the members conduct a lot of the investigative work and application assistance behind the scenes which helps to speed up the COD application.

Finally, I would like to thank all our Technical Officers, Scrutineers and others who have assisted over the last year. Without them a lot of events would have struggled to occur.

Also a big thank you to Mike and Nathan over the last 12 months for keeping things on track. Nathan has been invaluable at events training Scrutineers regarding using the MotorSport App and Mike for keeping the applications flowing through when Nathan and I are out of the office.

Conclusion

As we are now approaching the midway point of the year, it also means that we are close to the 1-year anniversary of the introduction of MotorSport Online (MSOL). Although this has been a leap forward in almost all areas over the previous system, we must acknowledge that there were, like any new system some teething problems. A huge amount of work has gone into getting the system to this point it currently is and I would like

to thank those who were involved in the scoping and testing along with those who have provided feedback as we worked through those early months of use. The benefits that have been seen to date include a more streamlining of the processing of information such as reports and process of documentation across the Board. This is another step towards achieving one of the elements of our strategic plan by creating a more streamlined process to run motorsport. Over the remainder of 2024, there will be a programme of improvements which will introduce additional features that will further enhance the experience for all stakeholders that use the system.

Our Elite MotorSport Academy continues to provide a solid foundation for our young up and coming competitors. This is no more evident than by looking at the weekly list of event results from not only New Zealand but around the world and seeing New Zealand being mentioned somewhere.

The 2023 AGM saw a number of resolutions approved which will now provide us a s a sport the opportunity to move forward in a way we possibly have never been able to before. These will allow us to be more welcoming to the wider community and recognise various areas that we may not have been able to in the past.

With this year's Conference focus being on Growth and Participation, how can your club use this new “freedom” and support this notion of growth? What suggestions can you provide during the various Advisory Commission workshops to help expand our diversity across the many different groups? I will continue to challenge the Advisory Commissions to help support the Office in pulling this together so your input into what they bring to the table is vital for the sustainability of the sport going forward.

As I start to wrap this up, I'd like to highlight a few things I've observed in the past year. These observations reinforce my motivation to wake up every morning and go to work, fuelled by the passion we all have for our sport:

- The way so many have picked up and started using the MSOL system despite some hesitations, this openness to change is great to see and puts us in great stead for the future,
- The continued growth and performance of our competitors overseas showing the talent is very evolving as we continue to produce more and more,
- Seeing the level of enthusiasm from so many clubs to look at doing events differently to try and get a different or better result which has resulted in some great events,
- Witnessing the support for our sport from the many volunteer officials and club members around the country who organised events despite the challenges of weather that hugely affected the start of the 2023 year,
- And finally, the fact that we are starting to see motorsport being shown on mainstream news and getting some recognition for being a sport that New Zealand can get behind.

I want to take a moment to express my gratitude to a number of groups that I collaborate with year-round. Firstly, the Board who consistently supports and pushes me to drive the organisation forward. The variation of knowledge and skillsets on our Board is fantastic and that fact that these 6 individuals offer their time as volunteers to provide governance to the sport and to continue to progress it forward is something that we must not take for granted.

I must also express my thanks to Wayne Christie, who over the past 4 years has really supported me as my tenure in the CEO has evolved. His contributions behind the scenes both here in NZ but also in his roles within the FIA have largely gone unnoticed but his dedication to the role is to be admired.

The Advisory Commissions, who are serving as the sport's on-the-ground ambassadors, invest significant time and effort in expanding their respective areas within the sport. Their advice and discussions around the different areas of the sport are what helps us move forward. I must also make mention of my appreciation of the tremendous responsibility shouldered by the four Heads of Department, overseeing team activities and delivering invaluable feedback. Between them all they support and guide all of the licenced Volunteer Officials that make sure the sport can operate.

Lastly, the MotorSport New Zealand office team. This small team of 11 individuals play a pivotal role within the organisation. Their dedication, passion, hard work, commitment, and enthusiasm for the sport often goes unrecognised and, in some cases even criticised for “not doing enough”. Without their efforts, both during and

outside of normal business hours, I wouldn't be able to fulfil my role and support the Board to do theirs. Therefore, I extend my heartfelt thanks to each of them for their unwavering support towards our sport.

So, 2023 has seen us take a number of steps forward as we work to regain and re-enthuse motorsport people around the country. However, 2024 brings a new set of challenges with the tightening of the economic belt and accessing roads and venues along with the challenges around environmental sustainability and the eternal battle for peoples ever-reducing free time to be able to come and join our sport, no matter what role they play within it. We must continue demonstrating that we are a dynamic, exciting sport capable of evolving therefore ensuring we focus on growth and participation and sustain motorsport for the future is key. Maintaining this mindset is crucial, as it allows us the flexibility to avoid becoming overly entrenched in tradition and ensure that we remain open to change as we look to the future.



Elton Goonan
Chief Executive Officer

Race Advisory Commission

Blair Thorpe (Chairman)

Jeff Braid

Richard Kelly

Adam Simmons

Howard Atwill (Circuit Rep)

James Dicey (Board Liaison)

Christchurch

Palmerston North

Wellington

Auckland

Timaru

Cromwell

8. Race Advisory Commission – Report of the Chair to 2024 AGM

For this years report each Advisory Commission Member has contributed from their own perspective.

Blair Thorpe (Chair) – Christchurch

It's been a very busy year on the Race Advisory Commission, we've had 8 Zoom meetings as well as a full day in person meeting which was very productive, the high level of engagement from member clubs at the 76th AGM was fantastic and gave us a lot to work on.

I feel the current makeup of the Advisory Commission has a good range of views and we are seeing very robust discussions and some good outcomes. Several items have progressed through to article amendments or led into officials training, it was pleasing to have the Accredited Series tier structure come into effect, its hoped this will give more opportunities for Silver Clerks of the Course to officiate and build their skills.

It was also pleasing to see several traditional classes of NZV8, Tranzam, V8 Utes and TA2 come together to form the new SuperV8 grid, class consolidation was a big discussion in last years AGM and it's something that must be done if smaller classes want to remain sustainable, SuperV8 has shown it can be done successfully. The SuperSprint Championship seemed to go from strength to strength with the return of CTFROC running for the first time under the FIA judicial model, young drivers continued to hone their skills in the Toyota 86 Championship and several Australian drivers joining in to see why we keep producing stars, TA2 hosted a trans-tasman challenge for their South Island rounds with 8 cars joining from Australia.

Mazda Racing Series, Formula First, GTRNZ, Pirelli Porsche Championship and NZ Formula Ford also joined the series for a number of rounds and the racing was super close.

Another highlight was the Summerset GT New Zealand Championship, incredible machinery and great to see the championship getting a stamp of approval from Porsche in the form of an official Porsche Endurance Trophy which was contested within the main competition, Congratulations to Sam Fillmore winning the trophy and the prize of a trip to Stuttgart to attend the Porsche Night of Champions. Sticking with GT, GT4 Champion Brock Gilchrist along with Open Class drivers Clay Osborne and Ayrton Hodson head to Australia to join the Michelin Sprint Challenge, I wish them well and I'm sure we will be seeing them in the international news roundup regularly.

As I write this we are on the countdown to Supercars return to a sold out Taupo Motorsport Park, the park is starting to take shape and I'm sure many of us will be there cheering on the kiwi's in both Supercars and Porsche Carrera Cup, locally the Toyota 86 Championship and NZ Formula Ford Championship will decide their respective winners as their finales highlight the support categories.

As we look forward the Advisory Commission has a review of the Code of Driving Conduct to work on alongside the Rules Committee, addressing any items that come out of the discussions at the AGM as well as continuing on setting a strategy for where we see racing in the years ahead.

Richard Kelly – Wellington

This AGM marks the completion of my first year as an elected member of the Advisory Commission, I thank our member Clubs for the opportunity. Throughout the past year, I've had the privilege of engaging in meaningful discussions with my fellow Advisory Commission members, our Board, Clubs, the Office, and our drivers and teams at various events.

I'm grateful for the high-quality engagement and the valuable insights shared. Whether attending events as a driver or spectator, I've always welcomed discussions on how we, as an Advisory Commission, can best serve our members and enhance the motorsport experience for all.

Our sport has had tragic accidents to deal with lately; we are a small number of passionate enthusiasts and a tragedy cuts deep. My thoughts go out to all those affected.

On a personal note, this motorsport season has been particularly rewarding, culminating in the acquisition of some new silverware. I'm grateful for the opportunity to continue pursuing my passion alongside fellow enthusiasts.

Looking ahead, I am eager to embark on another year with the Advisory Commission, engaging with our stakeholders to ensure that our sport remains healthy, vibrant, and enjoyable for all involved.

Howard Atwill – Timaru (Circuit Operators Group Representative)

With all the members of the Race Advisory Commission having a current active involvement within the sport, coming together via Zoom once a month or when needed to further the work being undertaken at that time lead to a busy and interesting year.

For me the highlights of the last year are the continued work aligning the layout and contents of the Accredited Series articles that took place between the office, series coordinators and the Advisory Commission.

This consistency of format and knowledge base is a key part in ensuring a smooth flow for competitors and officials in understanding the wants, needs and requirements of each series. As these are now clearly detailed within the articles.

This consistency of information can then be traced through to effective actions on the part of competitors and officials at race meetings nationwide. This action has, as a bonus, also meshed nicely with my own involvement with assisting in the training of Motorsport New Zealand officials. Being able to pass along clear, concise easy to understand rules is a benefit to all.

Additional to this, the peer review of officials reports coming out of each and every race meeting is a valuable function of the Advisory Commission. These reports are in their own way a snapshot of our sport. Important today to highlight issues and trends that require attention and just as important for the future to show how far we have come. These reviews enable us to specifically align training to current themes and submit recommendations to the rules committee for rule changes where they are found to be deficient. Not only valuable for judicial aspects they are a huge tool in identifying safety issues that need to be addressed. I see our output on these reports as a positive and beneficial addition to the sport and helpful to our fellow volunteer officials.

2024-25 looks to be just as busy and productive and we look forward to any and all input you may have for us.

Adam Simmons - Auckland

Looking back on the successes of our Kiwi drivers overseas, it's clear that New Zealand is making waves in the global motorsport scene. Liam Lawson's rise to Formula 1 and Callum Hedge's wins in the Porsche Carrera Cup Australia and Formula Regional Americas highlight the talent we're producing. These victories show the world that we're not just a small country - we're a force to be reckoned with on the track.

Shane van Gisbergen's breakthrough in NASCAR and Brendon Hartley's triumph in another FIA WEC Championship further prove our drivers' versatility and skill. Brendon Leitch's win in the Lamborghini Super Trofeo Europe and exploits in Asia adds to this, showing that Kiwis can compete and win against the best. Plus, Nick Cassidy and Mitch Evans' successes in the FIA Formula E races are a testament to our drivers' competitiveness and determination, just falling short of championships.

Scott McLaughlin and Scott Dixon's performances in the IndyCar Championship, alongside Marcus Armstrong's contributions, highlight the depth of talent within our racing community. These achievements not only showcase the skill of our drivers but also the support system behind them. As we celebrate these victories, it's clear that New Zealand's love for motorsport, combined with talent and hard work, is paying off on the world stage.

In terms of the work the Advisory Commission has done in the last cycle, I'm super proud of the introduction of the two-tier accredited series model, giving our silver Clerks of the Course a greater opportunity to gain experience in our sport while still giving series the comfort that their rules are enforceable.

Jeff Braid – Palmerston North

The rewrite and merging of Schedule Z and Schedule CH had been a significant amount of work on the Advisory Commission in the prior year so it was great to see the new Schedule Z published and the various educational videos go out along with it, particularly the change to safety car restarts being a distinct change.

An Investigation by Steve Collier into a fire during a GTRNZ race at Manfeild has highlighted the need for more consistency in response to and reporting of fires across the circuits, the Advisory Commission had some robust discussion on how the sport can improve in these areas. We have also taken a lot of time going through all the feedback that was provided on the Code of Practice – Fuel. We have tried to include all the feedback in our recommendations to strike a balance between an easy-to-follow set of requirements and a need to meet the health and safety obligations of the sport.

A noticeable change over the last 12 months has been the increased pressure on bookings for the North Island circuits since the closure of Pukekohe, its not all bad though, the strong demand particularly at the grassroots levels shows our sport is still in good health despite the current economic challenges.

Conclusion

Lastly a massive Thank You to all the amazing Volunteers that turn up event after event in all conditions, also to all Competitors, Crew, Media and everyone else that makes race meetings happen – Thank You, our sport would not be what it is without Everyone contributing.

One final personal thought I would like to leave you with is, our sport is officiated and administered by people who are passionate about what they do, on an almost weekly basis I see negative and at times quite nasty comments on social media directed at these people, all this does is erode that passion and our sport will be poorer for it. I urge everyone to just think about the effect of any comments and call it out when you see it, we have so much to be positive about, yes its not always perfect but I'd urge anyone with concerns to address them in a constructive way that contributes to improving the sport not just throwing mud. A reminder we do welcome your engagement anytime, you can email the Advisory Commission on race@motorsport.org.nz



Blair Thorpe
Race Advisory Commission Chairperson

Rally Advisory Commission	
Tony McConachy (Chairman)	Palmerston North
Brian Budd	Alexandra
Craig Jessop	Stirling
Dave Robb	Auckland
Steve Foster (Rally NZ Rep)	Hastings
Ron Mackersy (Board Liaison)	Arrowtown

9. Rally Advisory Commission – Report of the Chair to 2024 AGM

It seems that life is certainly never straight forward, and this proved very true for the rally community in the 2023 season.

What started the year with a banger of a calendar lined up, quickly took a turn for the worse in the North Island with Cyclone Gabrielle taking its toll on two regions that were to be a part of a new look NZRC calendar. Both Coromandel and the Hawkes Bay regions were hit hard by weather bombs, and these two events were cancelled before even starting. Thankfully we had Rally BOP step up and the Daybreaker Rally made a popular return.

There were also four other rallies that didn't return in 2023 for differing reasons, but in addition to the previous two mentioned, we welcomed the Maramarua Rally, Wyndham and Taranaki, all producing fine events.

Our premiere category, The New Zealand Rally Championship, saw 38 registered drivers and 40 registered co-drivers. It began with the traditional Rally Otago and finishing the five-round series with Rally Bay of Plenty. The championship was again won by our own semi-professional driver, Hayden Paddon. Even though he missed a round and this certainly added the pressure right up to the final event. Raana Horan and Ben Hunt keeping the pace hot adds to the excitement of the championship. Hayden's presence has definitely lifted the pace and ability of all the competitors in the championship.

The North Island Rally Series formed in 2023 was aimed at bringing back Club rallying and building a strong foundation for rallying in the North Island. Led by Marty Rostenburg, his team has provided a fantastic five round series that was primarily Club rally based and this was well received. 57 registered drivers had a variety of events, and this was won overall by a previous NZRC competitor, Phil Campbell. His consistency proved invaluable, but Clinton Cunningham kept him honest. Great to see Mike Goldsbury – a solid 3rd overall in a 2WD Corolla DX.

The South Island's Mainland Rally Series just goes from strength to strength being a six-round series in 2023 which saw Dylan Thomson take the championship from Josh Marston. With 42 registered drivers, it still shows some great depth and enthusiasm.

The Rally Advisory Commission has had another busy 2023 season, regularly meeting once a month, with a number of items being discussed and at times debated on but generally a definitive direction forward, is what all that represent the Rally community, want for the future of the sport. A host of different items were discussed covering a multitude of subjects, some including clarifying Hillclimb and Rallysprint requirements, signs for refuelling areas, even creating guidelines and requirements to import competition cars to New Zealand, to name

a few. The Office is now releasing compressed versions of items discussed in each meeting being released monthly in the Newsletter out to Motorsport Members.

The Advisory Commission also came together for its annual team face to face meeting earlier this year in conjunction with the Rally Organisers meeting. It proved once again to be a successful get together, not only networking for like-minded individuals, but sharing of issues arising and helping encourage smaller Clubs to run events in the future.

In March we also received the Advisory Commission resignation of Chris Ramsay, citing a very busy work schedule and a lengthy overseas rally event in May, he didn't feel he could provide the work the Advisory Commission demands. With the Board approval, our previous co-opted member, Dave Robb, has officially stepped into Chris' position. Welcome Dave, and also thanks go to Chris for his work on the Advisory Commission over the past years.

Team effort is what our Advisory Commission strives toward each meeting, and this can't be achieved without motivated like-minded rally enthusiasts. Thanks to our elected members, Brian Budd and Craig Jessop, Ron Mackesy our Board Liaison, Steve Foster as Rally NZ Representative, and the Motorsport NZ Office team. Thank you all and to those in the background that help make our sport a better functioning environment.

Yours in Rallying



Tony McConachy
Rally Advisory Commission Chairman

ClubSport Advisory Commission	
Glenn Howden (Chairman)	Napier
Helen Cameron	Taranaki
Alana Mclsaac	Wellington
Paul Walbran	Auckland
Daniel Gaunt (Board Liaison)	Auckland

10. ClubSport Advisory Commission – Report of the Chair to 2024 AGM

The ClubSport Advisory Commission has had a relatively busy year this year, but at least this year, we have had a team of 4 right from the start. With the monthly zoom sessions, the opinions of the team are able to be expressed easily and this gives different views from different areas of the sport, which can be refreshing. Before I go too much further into the report, I must thank Alana Mclsaac for her time on the Advisory Commission, she has decided to step down from her role and not seek re-election. We wish Alana well on her various roles on different boards. I would also like to welcome James Storey from Ashburton to the team. James has a lot of experience in motorsport, and we welcome his appointment to the ClubSport Advisory Commission.

ClubSport championship this year was to be based in Invercargill, run by the Southland Sports Car Club with assistance from other local clubs. Unfortunately, the entries were such that it was not economically viable to run the Championship, and hence the hard decision was made to cancel this year's ClubSport Championship. So now, for the coming year, we have ClubSport Championship based in the Bay of Plenty, run by Motorsport Bay of Plenty. I look forward to seeing the entries for this. If this is not well attended, the question needs to be asked, is this the way forward for our sport?? We need to make the sport easy to enter and do events that people enjoy, so do we need to re-invigorate the ClubSport Championship and change it up? If you have any ideas for this, then please get in touch.

Hillclimb Championship organisation started in earnest very early in the new season, but unfortunately after a few months of talks, the access to roads etc to run the event was not available and so the club that had offered was unable to run it. Luckily for the championship, our own Helen Cameron and her team from the South Taranaki Car Club stepped up, found some suitable roads, organised it all and ran it in a very short timeframe, and for the mammoth effort in the short time available we thank the team at South Taranaki Car Club!

We all know what ClubSport events are, and these events are many and varied. From ClubSport Basic events, motorkhana, bent sprints, through to the Advanced events being hillclimbs, rally sprints etc and the other events, trials, drifting and many more, are constantly run every weekend throughout the year. This takes a mammoth amount of work, and the volunteers are the life blood and backbone of our clubs AND sport. And of course, every event needs the competitors, for without them, the work of the volunteers would be wasted. The theme for this year's AGM is Growth and Participation in Motorsport, and we at the ClubSport Advisory Commission hope to be able to rattle some cages, get your grey matter working and hope to fizz your enthusiasm for ClubSport in the new season. We are slightly disappointed with the pricing schedule for our ClubSport events, and we hope that there will be no further increases however we recognise that costs to run events are also increasing. This is the pathway into motorsport for the younger members of our communities, so we need to make the pathway as easy and cost effective as possible. If the pricing becomes too much, then we risk our sport becoming even more elitist than it already is. Let's make our sport accessible to encourage the growth and participation of younger members, for without them, the sport will inevitably die.

I have also noticed that more clubs are having “novice” days and new entrants’ days to try and gain more members and get Motorsport to the general population. This is a great way to get more interest in the sport and hopefully get the median age of competitors in the sport down. Just remember that anyone 12 and over is able to compete at ClubSport Basic events, there is no need for a motorsport license for the juniors. The only requirement for juniors is a parent or guardian needs to sign the entry form, and in the case of an Autocross, helmet and overalls. If you’re more experienced competitors have cages in their cars, get these juniors into the caged cars and give them a thrill. They will have the bug in no time!

The ClubSport Advisory Commission is a voice for you to be heard!! Let us know if anything is troubling your club, if we need to be working toward anything in particular, let us work for you, the backbone of Motorsport in New Zealand! There are many clubs that run many events week in and week out, and we are the majority of events run in the country. Let your voice be heard and send us emails to clubsport@motorsport.org.nz to let us know how we can help you run events more effectively.

Glenn Howden
ClubSport Advisory Commission Chairperson

Historic Advisory Commission

Bruce Dyer (Chairman)

Leon Hallett

Tim Hill

Richard Hainsworth

Scott O'Donnell (Board Liaison) 

Palmerston North

Dunedin

Auckland

Wellington

Invercargill

11. Historic Advisory Commission – Report of the Chair to 2024 AGM

The race season has started off well but alongside most classes, the historic fields are overall down on entries compared to last year.

Taupo Historic GP certainly attracted a younger audience with the inclusion for the first time of Historic Touring Cars NZ and had excellent entries of Formula Open and Historic Saloons, Sports and GT's.

The Holden theme worked well with the invited guest drivers and the Supercars brought over from Australia.

The Historic Advisory Commission was disappointed that some of the historic groups decided to withdraw from the event due to the meeting being a round of CTFROC however, we do acknowledge and thank individual members of those groups who did enter the combined Historic Saloons, Sports & GT's grid making it a strong and diverse field for both competitors and spectators to enjoy.

From the Advisory Commissions perspective boycotting historic and classic events and comments on social media is not what we wish to see and reflects poorly on our branch of the sport and the spirit of what our philosophy in historic motorsport is about.

The event was still successful in showing our history, what we can achieve and was televised live throughout NZ and Australia....a first for historic motorsport in NZ.

I wish to thank both the Taupo Historic GP organising team and the Super Sprint NZ team for the tremendous effort they put in.

The MG Classic had excellent fields of Formula 5000, Formula Juniors & Fords, Historic Sports Sedans and NZ Historic Muscle & Saloon Cars and the racing was excellent.

The Skope Classic was again busy with a bumper field of Historic Touring Cars NZ with the VCC fields as well but was dampened somewhat by the weather. Again, live streaming was excellent but on Saturday only.

Legends of Speed celebrating Graeme Lawrence had excellent fields of HVRA-Historic & Vintage Racing Association and NZHM&SC. It was a shame that F5000 were not present due to their Phillip Island commitment and the McLaren 60th at the Melbourne GP, but it was made up with Formula Open, Formula Ford and Formula First to be in keeping with the single seater theme. A fantastic line up of display cars and many guest driver who came to celebrate Graeme's achievement in the sport along with a celebratory dinner.

One of the highlights of the season has been the tour of the Formula Juniors to the South Island Classic events with a great entry of overseas visitors....they were joined by good fields of CMRC Pre78 Classic Saloons, HVRA, and Formula Libre.

The Advisory Commission has worked tirelessly on tidying up regulations as follows:

The updating of Schedule T&C Groups 3 and 4 has now been put forward for approval. This will also include a recommendation close off date of 12/1996 for this regulation due to technical improvements and computerisation on the more modern cars making it a challenge to cover the 19 year period.

Schedule CR is currently being discussed with the Technical Manager and VCC. We are currently reviewing all the terms of the schedule, what constitutes a replica, the safety issues re roll protection, what area of the sport these are raced in, originality and what dates these vehicles should represent. This is not a simple review and has some difficulties to sort thru.

We have just completed our annual face to face meeting with the VCC. Issues covered are safety regarding race wear, roll over protection, licences, post 12/1960 saloons and sports and GT's, vehicle carry on models, Schedule CR and joint events.

Certificate of Description expiry date is currently being discussed and we are proposing that this be inline with Historic Technical Passports (HTP's) with a life span of 10 years. VCC are also looking at aligning the VIC as well. This will also include COD Auditors being licensed and a training module is being currently worked on.

A clause covering Component Substitutions is being formatted to give guidance of how this will be dealt with in the future and is something that has not been clarified previously.

Schedule RH is currently being discussed with the Rally Advisory Commission regarding covering historic rally cars being incorporated into Schedule K and also extending the schedule from 1986 to cover the 4-wheel drive cars and how that will affect the historic rally championship.

COD applications are down this year but what we have had through is of a very high standard and the majority are Schedule K cars which is very pleasing. All history applicable to the cars is now being attached to the COD so when forwarding in please include all applicable history, photos and programs etc. Livery has now become part of the COD process now the regulations have been published.

On a personal side the Advisory Commission wishes to thank Chris Watson. Chris has this year retired from HRC Events Ltd and he has worked tirelessly to give us the best opportunity to race our historic and classic cars over his many years of motorsport. We wish Chris a well-deserved retirement and we know he will be always out there watching and encouraging us in our sport.

I want to thank our Advisory Commission Members, Tim Hill, Leon Hallett and Richard Hainsworth and our Board Liaison, Scott O'Donnell for their input and dedication to making our historic motorsport stronger. Thanks also goes to Wayne Perkins who stepped down during the year. This brought Richard in who was our volunteer, and he has a background in mechanical engineering, restoration, member of three member clubs, volunteer and races a mid 90's Honda Civic. Richard will bring a younger face and perspective to our Advisory Commission which is needed to give a balanced view going forward. I also wish to thank all the volunteers, race officials, track owners, promoters and the marvellous staff at MSNZ for their dedication to motorsport because without you guys, we would not be racing and enjoying our passion of racing old cars...



Bruce Dyer
Historic Advisory Commission Chairman

Volunteer Officials Advisory Commission

Amy Pullen (Chairman)	Auckland
Kim Adams	Ashburton
Lenard McLeod	Invercargill
Tina Nicols	Christchurch
Ryan Seabright	Wellington
Nikki Sim	Auckland
Mark Mallard (Board Liaison)	Auckland

12. Volunteer Officials Advisory Commission – Report of the Chair to 2024 AGM

The Volunteer Officials Advisory Commission (VOC) membership has had two additional members this year, Nikki Sim (Auckland) and Ryan Seabright (Wellington). Steve Collier from the office is the Volunteer Manager and works closely with the VOC. The commission holds monthly meetings following the 2023 AGM via Zoom and will have a face-to-face meeting in Christchurch before the conference.

On review of the Terms of Reference, these are now out of date and need to be updated. This will be a priority activity after the AGM.

At the 2023 AGM the seminars were framed around how to improve recruitment and retention of Volunteer Officials which centre around the Volunteer NZ Best Practice Guide for Recruitment and Retention.

This was intended to help with some of the current challenges highlighted in the strategic plan and provided clubs a good foundation to go away and consider their specific clubs needs and how best to improve recruitment within their areas by considering the following:

- What are your volunteering needs? - Have a clear plan for what those volunteers will be doing for your organization. Take the time to assess your operations and evaluate any gaps that volunteer work could fill.
- What your club can do for the volunteer? - Most volunteers are looking to get something from their experience with your club. WHY should someone give their time.? Motivation – Why – What's In It For Me?
- Does your club have a member that co-ordinates / has a focus on your current volunteers?
- What methods do you use to communicate with them and how would a new volunteer be communicated with?
- How can you use 'your' current volunteers as a resource to assist in the recruitment of new volunteer officials? people are much more likely to engage with the club / organisation if someone they know is already involved.
- What tools can be used to assist current volunteers? - Get in touch with 'former' volunteers – they may want to re-engage or provide feedback on their experience and provide information for improvement.
- Are there any local business's / organisations you can engage with you to support volunteer recruitment? What business's / organisations in your local area do you think you could contact? Does any local business's offer paid time off to their staff to volunteer? (Events with Friday running would benefit here)
- Are there any local Volunteer Organisations that could assist 'you' in recruiting volunteers for your club or allow you to promote your events to assist in getting volunteers for your events?
- How can you use your "Club" nights / social events to attract potential volunteers?
- Alternate member only events with open events?
- Does your club have a social media presence? Can you use this as a recruitment tool?
- Who can you work with to use social media as a recruitment tool for your club?
- If you do have a social media presence, do you have a dedicated Volunteering page? Closed v open groups.

- What other local media is available that you can partner with?
- Is there a local radio station, community paper or notice board where you can promote your club and recruit volunteers.
- What assistance could your local council or board play in helping your club with volunteer recruitment?
- What is your current approach to succession planning for your current volunteers in your club?
- In particular those roles that do require an element of training and previous experience.
- How do you recognise both your current volunteers? Does your club have a recognition strategy?
- Annual awards / prize giving event that includes your volunteers. Incentives through the season, competitor supported event raffles, 'length' of service rewards.

Following last year's Volunteer Seminar, the newly released Volunteer New Zealand Best Practice Guide was promoted to Clubs and Volunteers with links to download this through the Volunteer Newsletter.

The guide provides individual areas that follow the Recruitment of Volunteers, that was the theme of the seminar, these being:

- Welcome and Onboard Volunteers,
- Volunteer Support,
- Leadership and Management,
- Train and Grow Volunteers,
- Feedback and Recognition,
- Celebrate Volunteer Impact,
- Exit Volunteers.

One of the points that was from the 2022 AGM – TRAINING – the sport has and continues to develop initial and ongoing training for the Officials i.e. Stewards, CoC, CRO and Technical however the wider pool of volunteer officials has had no formal training in place, this has been left to the clubs across the country to do on their own and this has been done to the best of their ability however, as noted in the SWOT comments – Threats – H&S increased responsibility, accountability and liability and in the Challenges from the Strategic Plan – Increased H&S Compliance Requirement – this very important aspect of our sport can be covered in TRAINING, and going forward it is increasingly likely that training and H&S in particular will need to be Formally Documented.

From the Strategic Plan – Strategic Priority Outcomes – Upskill – there is a point – Invest in Volunteers and the roles they undertake; and under Achievement by the end of 2024 – Ensuring every Licenced Official receives a minimum of two training modules per year. This is an area that continues to need work and is an ongoing project.

As detailed in the 2023 AGM report, our Licensed Officials are covered however all Volunteer Officials should have the opportunity to formal training, an application for an FIA Safety Grant may enable us to support this.

Volunteer Training:

Southland Sports Car Club (SSCC), Highlands and The Motorsport Club (TMC) have continued to collaborate on training material to be delivered at their respective training days.

At the August training day SSCC covered the following topics through the day - Towing of race cars, Signalling - Flags / Lights details, Radio comms, Incident Report writing, and the team had practical fire extinguisher training.

The BMW Race Drivers Series invited The Motorsport Club back to run the Volunteer Officials training day at Hampton Downs, alongside the BMW Scholarship Day, which was really appreciated as this provides the opportunity for participants to be a live track and rotate through the sessions being run, which is not possible on a race day. The St Johns Motorsport Team again ran extrications sessions, and with support from Toyota Gazoo Racing New Zealand, who provided both a Toyota FT60 and TR86 and also brought their "Roll Over" simulator where participants were able to take part in extrication both with some being in the Sim and others assisting with an extrication.

Practical fire extinguisher training also took place, using a couple of different types of fuels and extinguishers and the team also ran a simulation, using a car 'wreck' to, to demonstrate how they work in dealing with a car fire.

This session was run during the lunch break which allowed those attending the BMW Scholarship the opportunity to come down and watch the demonstration. Sessions on Race Control, Signalling and Incident and Accident Reporting were also run, with the day being well attended by both existing volunteer officials as well as some first timers and some people who volunteer at rally events.

Respect Policy

The VOC worked with the People in Motorsport (PIM) Advisory Commission on the Respect Policy, however after the initial draft had been completed the VOC haven't received any update or request for further support from the PIM.

Volunteer Handbook

The volunteer handbook has been updated to reflect how the sport now operates. This is a living document and should be reviewed periodically to align with changes within the sport.

Volunteer Survey

A volunteer survey was completed at the end of 2023 and was sent out in 2 Volunteer Newsletters; Sept: 1401 Recipients, 675 opens and Nov: 1392 Recipients, 621 opens; over the two periods this is approximately a 46% opening rate.

The survey had 252 visits, and 92 responses: with an average of 1396 recipients over the two Newsletter, approximately a 6.5% survey 'completion' rate. Note: it should not be inferred that 160 didn't bother to do it, these views could be 1 person opening it on multiple days.

While the surveys did indicate some trends it is hard to tell with any confidence due to relatively low completion rates. It was highlighted that the survey was too long and therefore during 2024/2025 further small surveys will be put out to hopefully increase survey participation.

Junior Officials

The VOC has continued to look at reducing the age of junior officials and has put forward a Board submission to detail the roles that a Junior Official should be allowed to undertake under supervision.

New Volunteer Officials and MSR registration

Following on from the AGM in 2023 there has continued to be an increase in applications for Motorsport Specialist Register (MSR) both from people who have never volunteered before as well as current volunteer officials, who have not previously held an MSR.

The MSR system is also being renamed and will become 'MotorSport New Zealand Accredited Volunteer' with a new logbook and card design.

Volunteer Officials Event Availability

For multiday events, particularly those with Friday running, it has continued to be a challenge to staff the event on a Friday, primarily due to the cost to the volunteer official of taking time off work both in terms of leave and travel costs. This has been eased by making some Fridays test days which doesn't require the same level of manning and not holding qualifying sessions on a Friday. However, the requirement for Stewards has also increased with all events now requiring at least two stewards.

Amy Pullen

Volunteers Advisory Commission Chairperson

People in MotorSport Advisory Commission

Andrea Bourhill (Chairman)	Hastings
Jacky Braid	Hastings
Fleur Pederson	Auckland
Lee Warn	Auckland
Mark Mallard (Board Liaison)	Auckland

13. People in MotorSport Advisory Commission – Report of the Chair to 2024 AGM

Our strategic plan provides the framework for our activities. This past year has seen a continued focus on our second strategic goal – “To create a motorsport culture for all that embodies equality, inclusion and community”, as this provides a direct pathway to growing our sport. With this in mind we have spent much of this year developing policies, practices and procedures that will help us progress towards achieving this goal.

In reflecting on what we as a sport have achieved to date, we can certainly celebrate the 100% increase in female participation that we have achieved over the past three years. The People in Motorsport ambassador programme continues to highlight the opportunity for females to participate in our sport, along with the Women in Motorsport facebook page, celebrating females across the full range of activities that motorsport offers. We'd like to take this opportunity to thank Clubs, our fellow Commissions, and the Board for the part you have played in achieving such a significant milestone.

Our challenge now is to look at how we can translate that success through to further growth in our sport. Ensuring our Clubs and events are a warm and welcoming place to be is key to increasing our membership.....diversity and inclusion are key pillars to achieve this.

Diversity and inclusion. We are not the only ones on this journey, let's look at what is happening in the global motorsport world. There are a number of examples where inclusivity and diversity have become a more determined focus in motorsport. Of particular note is the work the FIA and other ASNs are doing. We have continued our dialogue with Motorsport UK who have been on their journey for longer than we have. There is a lot to learn from sharing experiences.

The FIA has now embraced [Inclusion and Diversity](#) and has a programme of work in this space. Their Women in Motorsport initiative continues to drive change, having produced a number of publications that are well worth promoting within your Clubs to encourage females into motorsport. The below links could be included in your Clubs newsletter for example, as they depict the breadth of opportunities available to anyone in motorsport, but in particular showcase examples that females may not have previously considered.

- [Your Career in Motorsport](#)
- [Engineer Your Career](#)
- [Women of WTCR](#) (World Touring Car)

Another FIA initiative of particular note is their commitment to the global “[United Against Online Abuse](#)” campaign. Online abuse is a very real part of today's society and it is from time to time apparent across our sport in some of the forums used by competitors and volunteers etc. Again, all these initiatives target the aim of our sport becoming more divers and inclusive.

So, what have we been doing?

- Updating our Strategic Plan
- Preparing a “Code of Conduct” for officials and volunteers; competitors; team personnel and parents/guardians.
- Developing a Respect policy
- Reviewing existing/developing new MSNZ policies/procedures that align with our work e.g. Child & Youth Protection Policy; Code of Ethics; Anti-bullying Policy; Complaint Procedure.

Going forward we would like to have some data that we can utilise to demonstrate the change in our culture and the diversity of those participating in our sport etc. Not only will this enable us to track our success, but it will also enable us to analyse gaps and where we need to put further effort. We’ll start by looking at the data we already have and create a baseline that we can then assess against.

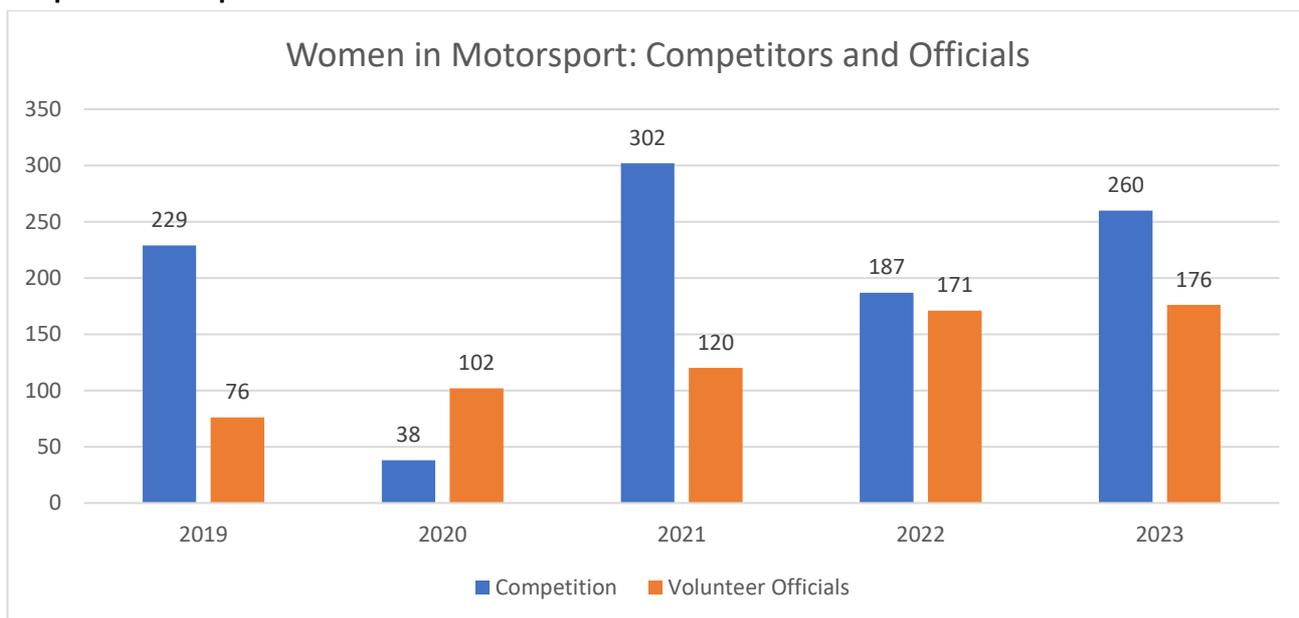
The People in Motorsport Advisory Commission will continue to focus on our Women in Motorsport initiative, but we recognise the role we have in ensuring our sport is sustainable, accessible, inclusive, and safe for all. Over the next 12 months you will see a broadening of our focus to ensure our sport is inclusive, warm, and welcoming to all people; no matter a person’s cultural or ethnic background; gender identity, sexual orientation; physical/mental ability; religious or other beliefs.

At the same time, we are also looking at mechanisms whereby we might be able to introduce the “Girls on Track” programme to New Zealand.

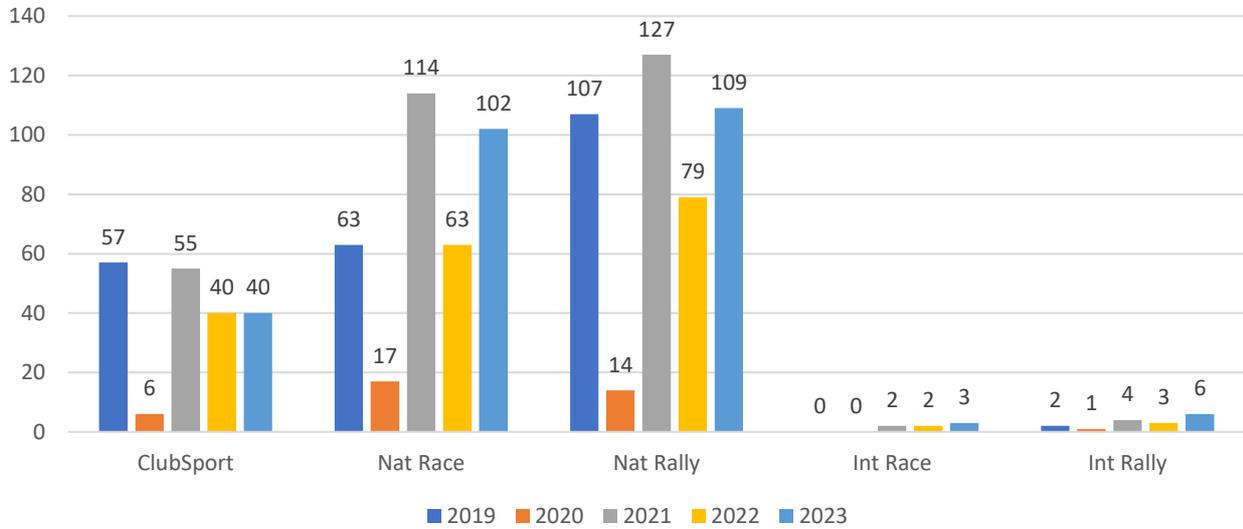
On a final note, my sincere thanks go to Fleur, Jacky and Lee (expanding the gender and physical diversity on the Advisory Commission has certainly added a richness to our discussions). A special thanks to Elton and Mark who continue to support and advocate for the work the Advisory Commission is doing.

Andrea Bourhill
Inclusive MotorSport Advisory Commission Chairperson

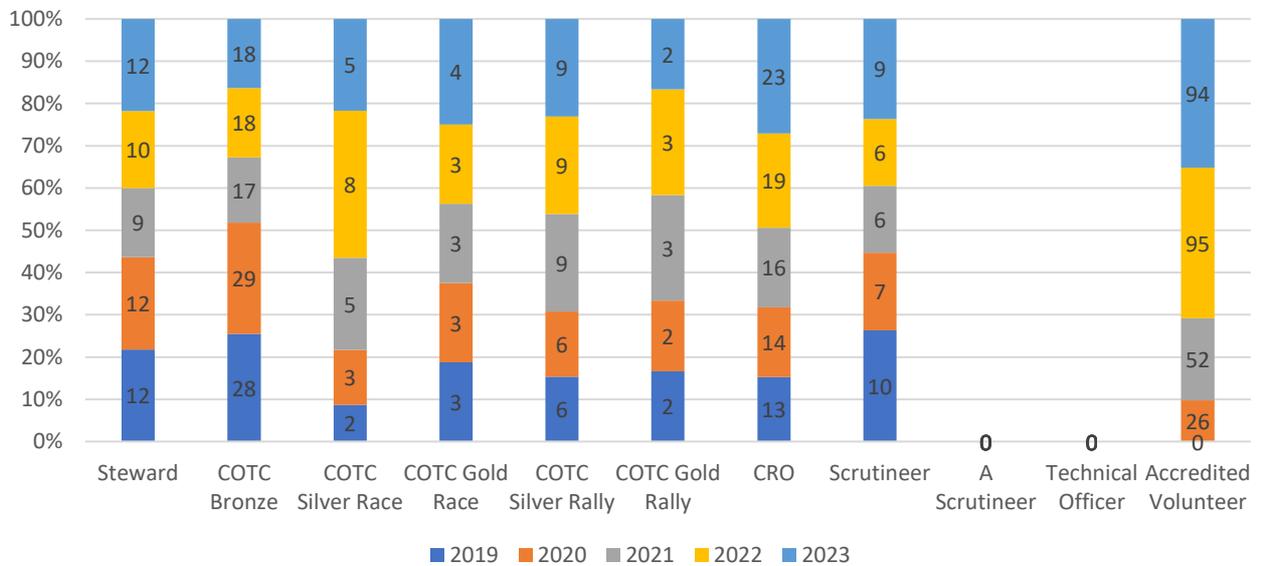
People in Motorsport data.



Women in Motorsport - Competition Disciplines



Women in Motorsport - Volunteer Officials Roles





04. SCHOLARSHIP TRUST

77TH CONFERENCE & AGM AGENDA

77th ANNUAL GENERAL MEETING

ANNUAL REPORT FROM THE MOTORSPORT NZ SCHOLARSHIP TRUST

14.1 Annual Report of the MotorSport New Zealand Scholarship Trust

2023 Academy

This year again saw an impressive number of applications for the Academy and again the Trust was in a position of having to reduce a list of 23 young applicants, who had applied over the year and reduce that number down to the final 8 athletes. The quality of those applicants was extremely impressive and the challenge of choosing the top 8 was a mammoth task in its own right with over 12 hours of selection and interviews. The Trustees would like to thank all of the applicants for their time in applying for a position and encourage those who weren't successful this time, to apply again in the future.



Financial

The financial position of the Trust for 2023 for end of year was a loss of \$25,981. Donations and grants totalled \$60,500.

It's important to highlight that while MotorSport New Zealand's direct financial backing is substantial and greatly valued, it has accounted for less than half of the Trust's funding throughout its existence. The rest has been generously contributed by external supporters and individuals tied to the sport, whose support is crucial for sustaining the Academy and the Trust's ongoing achievements.

We're constantly managing the operational expenses of the Trust, with many tasks handled by the MotorSport New Zealand office. Notably, our most significant non-direct cost is the annual audit, which is relatively high considering the Trust typically has around 40 bank transactions annually, all non-cash.

Yet, as we persist in adopting the most effective training methods, we're always open to assistance from member clubs to maintain the Academy program and nurture future stars.

Appreciation:

The success of the Academy program is a testament to the dedication and expertise of the teams at the Otago Academy of Sport and Otago University. Without their knowledge and steadfast commitment, delivering the program at its current calibre would not be feasible.

Over the past year, many of our 160 Graduates have continued to excel on the global stage, fulfilling their aspirations in their respective disciplines in Formula 1, WRC, WEC, Formula E, IndyLights, Australian GT, Supercars, NZ Rally Championship, CTFROC and multiple other international series along with many still competing locally in NZ. While some may not progress as initially hoped, the success rate for Graduates in advancing within the motorsport realm, whether on or off the track, both nationally and internationally, remains commendably high.

The Motorsport NZ Scholarship Trustees



Wayne Christie



Lyall Williamson



Richard Giltrap



David Turner



Alastair Wootten

14.2 Annual Accounts and Audit Report – The MotorSport NZ Scholarship Trust

Please refer overleaf.

The MotorSport New Zealand Scholarship Trust

Performance Report
For the year ended 31 December 2023

The MotorSport New Zealand Scholarship Trust

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The MotorSport New Zealand Scholarship Trust

Entity Information

For the year ended 31 December 2023

Legal Name of Entity: MotorSport New Zealand Scholarship Trust

Registration Number CC20266

Type of Entity Registered Charity

Entity's Purpose or Mission

The purposes of the Trust are as follows:

(a) To further the education, personal growth, development and skills training of competition drivers in New Zealand to further their ability and;

(b) To further the education, personal growth, development and skills training of young persons seeking a modern apprenticeship as a MotorSport Technician in New Zealand to further their ability both Nationally and Internationally, and;

(c) To research and develop safety standards, equipment and facilities that will enhance the safety of competitors, officials or public at large at motorsport events, and;

(d) Without restricting the scope of the foregoing, to provide coaching, training, scholarships, academies, equipment, use of facilities, counselling and other appropriate assistance to persons selected for the purposes of (a) and (b) noted above.

Entity Structure

Trust Structure: During 2023 five Trustees constituted the governance board. Trustees are elected by MotorSport New Zealand Inc for two year terms. The President of MotorSport New Zealand Inc holds the position of Trustee and Chair as part of the Presidency of the Sport.

Operational Structure: The Trustees as volunteers carry out operational tasks relating to the organising and running of the Elite Academy programme with the support of MotorSport New Zealand Inc's staff. MotorSport New Zealand Inc also undertakes secretarial and financial management activities.

Main Sources of Entity's Cash and Resources

The Trust's main source of income is from grants and donations. All costs are met from this income.

Main Methods Used by Entity to Raise Funds

MotorSport New Zealand Scholarship Trust is actively seeking to raise its profile and encouraging donations from those interested in motorsport.

Entity's Reliance on Volunteers and Donated Goods or Services

The MotorSport New Zealand Scholarship Trust relies on gifts of volunteer time and expertise to complete its work in many essential roles such as governance (trustees and committees), Academy applicant selection and supporting the Elite Academy programme.

Physical Address: 102A Kapiti Road, Paraparaumu, New Zealand

Postal Address: P O Box 3793, Wellington 6015

Contact Details: Phone: (04) 815-8015. E-mail: admin@motorsport.org.nz. Website: motorsport.org.nz



The MotorSport New Zealand Scholarship Trust

Statement of Service Performance For the year ended 31 December 2023

The Trust in association with the Academy of Sport South Island and the Physical Education Department of Otago University arranged and ran the 2023 Elite MotorSport Academy in Dunedin from 2 July 2023 – 8 July 2023.

Applications were received from 33 applicants and following a selection process eight applicants were selected to undertake the Academy in Dunedin.

Description of entities outcomes

Key strategic objectives and outcomes the Trust aims to achieve and deliver include:

Objective 1

Details: Enhance the skills of competitors in motorsport and the community at large.

Description of outcome sought: Identify competitors exhibiting talent and create opportunities to develop and/ or hone their all-round skills through Elite Academy Programme.

Outcomes and measures in respect to budgeted: \$50,000 Grant from MSNZ. Income budget of \$65,250 was exceeded, however the overall financial result was worse than budgeted due to the increased graduate and academy cost. Actual loss \$25,981. Budgeted deficit \$22,534.

NZ Scholarship Trust remains in a strong financial position.

	Actual	Budget	Actual	Budget
Description and Quantification (to the extent practicable) of the Entity's Outputs:	This Year	This Year	Last Year	Last Year
Applicants received	33	25	27	25
Successful applicants	8	8	8	8

Additional Information:

The 2023 participants received coaching in all facets of sports sciences, media, sponsorship and promotion along with a number of self-development modules. These were delivered by subject matter experts from within and outside the Otago University and the Academy of Sport South Island.

A total of \$66,820 was received for the year to meet costs related to the running of the Elite Academy. This was made up of the following:

MotorSport New Zealand Grant	\$50,000
Other Grants and Donations	\$10,500
Interest	<u>\$6,320</u>
Total	\$66,820

Other Grants and Donations	
Gilltrap Trust	\$10,000
Janes Family	\$500
Total	\$10,500



The MotorSport New Zealand Scholarship Trust

Statement of Financial Performance For the year ended 31 December 2023

	Notes	2023 \$	2022 \$
Revenue			
Donations, fundraising and other similar revenue	1	60,500	93,700
Interest, dividends and other investment revenue		6,320	2,395
Total operating revenue		66,820	96,095
Expenses	2		
Grants and donations made		84,863	78,973
Other expenses		7,939	7,273
Total expenses		92,801	86,246
TOTAL SURPLUS/(DEFICIT) FOR THE YEAR		(25,981)	9,849



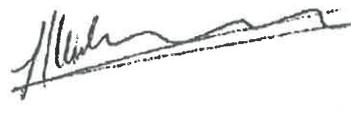
The MotorSport New Zealand Scholarship Trust

Statement of Financial Position As at 31 December 2023

	Notes	2023 \$	2022 \$
ASSETS			
Current			
	3		
Bank accounts and cash		79,046	108,073
Term deposits		87,160	84,567
Debtors and prepayments		5,254	2,965
Total current assets		171,460	195,605
TOTAL ASSETS		171,460	195,605
LIABILITIES			
Current			
	3		
Creditors and accrued expenses		7,875	6,036
Total current liabilities		7,875	6,036
TOTAL LIABILITIES		7,875	6,036
TOTAL ASSETS LESS TOTAL LIABILITIES (NET ASSETS)		163,587	189,569
Represented By			
Accumulated surpluses	4	163,587	189,569
TOTAL EQUITY		163,587	189,569

For and on Behalf of the Trustees


Trustee


Trustee

29/04/2024. Date



The MotorSport New Zealand Scholarship Trust

Statement of Cash Flows For the year ended 31 December 2023

	Notes	
	2023 \$	2022 \$
Cash flows from operating activities		
<i>Cash was received from:</i>		
Donations, fundraising and other similar receipts	60,500	93,700
Interest, dividends and other investment receipts	4,544	2,089
<i>Cash was applied to:</i>		
Payments to suppliers and employees	(6,102)	(5,736)
Donations or grants paid	(84,862)	(78,972)
Net GST	(514)	(256)
Net cash from/(used in) operating activities	(26,434)	10,825
Cash flows from financing activities		
<i>Cash was received from:</i>		
Receipts from the sale of investments	-	58,941
<i>Cash was applied to:</i>		
Payments to purchase investments	(2,592)	-
Net cash from/(used in) financing activity	(2,592)	58,941
Net increase/ (decrease) in cash	(29,027)	69,766
Opening cash	108,073	38,307
Closing cash	79,046	108,073
This is represented by:		
Bank Accounts and Cash	79,046	108,073



The MotorSport New Zealand Scholarship Trust

Statement of Accounting Policies For the year ended 31 December 2023

a.) Reporting entity

This performance report comprises the performance report of The MotorSport NZ Scholarship Trust (the "Trust") for the year ended 31 December 2023.

The MotorSport NZ Scholarship Trust is an entity registered under the Charities Act 2005, which raises funds for education and training for motorsport competitors.

The Trust is a Public Benefit Entity (PBE) as its primary objective is to provide goods and services to the community for social benefit rather than for a financial return.

This performance report was authorised for issue by the Board of Trustees on 29 / 04 / 2024.

b.) Basis of preparation

(a) Statement of compliance

The Trust has elected to apply PBE SFR-A (NFP) Public Benefit Entity Simple Format Reporting -Accrual (Not-For-Profit) on the basis that it does not have public accountability and has total annual expenses of equal or less than \$2,000,000. All transactions in the Performance Report are reported using the accrual basis of accounting. The Performance Report is prepared under the assumption that the entity will continue to operate in the foreseeable future.

(b) Basis of measurement

The performance report have been prepared on a historical costs basis.

(c) Presentation currency

The performance report are presented in New Zealand dollars, which is the Trust's presentational and functional currency.

All numbers are rounded to the nearest dollar (\$), except when otherwise stated.

(d) Changes in accounting policies

The accounting policies adopted are consistent with those of the previous financial year.

The significant accounting policies used in the preparation of this performance report are summarised below

c.) Summary of significant accounting policies

Revenue

Revenue is accounted for as follows:

Donations

Donations are accounted for depending on whether they have been provided for a "use or return" condition attached or not. Where no use of return condition are attached to the donation, revenue is recorded as income when the cash is received. Where donation include a use or return condition, the donation is initially recorded as a liability on receipt. The donation is subsequently recognised within the Statement of Financial Performance as the performance conditions are met.

The MotorSport New Zealand Scholarship Trust

Statement of Accounting Policies For the year ended 31 December 2023

Grants and fundraising

Grants and fundraising income is accounted for depending on whether they have been provided for a "use or return" condition attached or not. Where no use of return condition are attached, the revenue is recorded as income when the cash is received. Where income includes a use or return condition, the donation is initially recorded as a liability on receipt. The income is subsequently recognised within the Statement of Financial Performance as the performance conditions are met.

Interest

Interest income is recognised on an accrual basis.

Bank accounts and cash

Bank accounts and cash in the Statement of Cash Flows comprise of cash balances and bank balances (including short term deposits) with original maturities of 90 days or less.

Debtors

Debtors are carried at estimated realisable value after providing against debts where collection is doubtful.

Term Deposits

Term deposits comprises of short term deposits balances with original maturities of 90 days to 12 months.

Expenses

Expenses are recognised in the accounting period in which the services or goods are received.

Income tax

In accordance with CW42 of the Income Tax Act 2007, the Trust has no tax liability.

Goods and Services Tax (GST)

All amounts in this performance report are shown exclusive of GST, except for receivables and payables that are stated inclusive of GST.



The MotorSport New Zealand Scholarship Trust

Notes to the Performance Report For the year ended 31 December 2023

1 Analysis of Revenue

Donations, fundraising and other similar revenue	2023	2022
	\$	\$
Donations	10,500	40,500
MotorSport NZ	50,000	50,000
Other grants	-	3,200
Total donations, fundraising and other similar revenue	60,500	93,700

2 Analysis of Expenses

Grants and donations made	2023	2022
	\$	\$
Academy of sport charges	48,595	45,518
Air travel for attendees	3,848	2,829
Freight of simulators	1,655	1,828
Graduate development programme	24,454	23,916
Trustees travel & accommodation	6,310	4,882
Total grants and donation expenses	84,863	78,973

Other expenses	2023	2022
	\$	\$
Audit fees	7,875	6,788
Bank charges	20	60
Office expenses	43	425
Total other expenses	7,939	7,273

The MotorSport New Zealand Scholarship Trust

Notes to the Performance Report For the year ended 31 December 2023

3 Analysis of assets and liabilities

Assets

	2023	2022
<i>Debtors and prepayments</i>	\$	\$
Accrued interest	2,719	942
GST receivable	2,535	2,023
Total debtors and prepayments	5,254	2,965

	2023	2022
<i>Bank accounts and cash</i>	\$	\$
Cash at bank and in hand	79,046	108,073
Total bank accounts and cash	79,046	108,073

	2023	2022
<i>Term deposits</i>	\$	\$
Term deposits	87,160	84,567
Total term deposits	87,160	84,567

Liabilities

	2023	2022
<i>Creditors and accrued expenses</i>	\$	\$
Accounts payable	7,875	6,038
Total creditors and accrued expenses	7,875	6,038

4 Accumulated Funds

	2023	2022
	\$	\$
Opening Balance	189,569	179,720
Surplus/(deficit) for the year	(25,981)	9,849
Total accumulated funds	163,587	189,569

5 Related party transactions

The Trust is controlled by the MotorSport New Zealand Inc Society, in that it has the ability to choose its members of the board and has its own trustees. As a result of this relationship the Trust receives an annual grant of \$50,000 (2022: \$50,000) from MotorSport New Zealand Inc.

The MotorSport New Zealand Scholarship Trust

Notes to the Performance Report For the year ended 31 December 2023

6 Contingent Liabilities and Capital Commitments

The Trust has no contingent liabilities or capital commitments as at 31 December 2023 (2022: Nil).

7 Subsequent Events

The Trust has no subsequent events after the reporting date to disclose. (2022:Nil).

8 Ability to Continue Operating

The Trustees believe the going concern assumption is appropriate given the Trust will be able to settle its financial obligation as they fall due.



Independent Auditor's Report

Grant Thornton New Zealand Audit Limited
L15, Grant Thornton House
215 Lambton Quay
PO Box 10712
Wellington 6140
T +64 4 474 8500
www.grantthornton.co.nz

To the Trustees of The MotorSport New Zealand Scholarship Trust

Report on the Performance Report

Opinion

We have audited the performance report of The MotorSport New Zealand Scholarship Trust (the "Trust") which comprise:

- a. the entity information on page 1
- b. the financial statements on pages 3 to 10, which comprise the statement of financial performance and statement of cash flows for the year ended 31 December 2023, the statement of financial position as at 31 December 2023, and notes to the performance report, including summary of significant accounting policies; and
- c. the statement of service performance set out on page 2.

In our opinion the accompanying performance report present fairly, in all material respects

- a. the entity information as at 31 December 2023;
- b. the financial position of the Trust as at 31 December 2023 and its financial performance and cash flows for the year then ended; and
- c. the service performance for the year ended 31 December 2023 in accordance with the Trust's service performance criteria

in accordance with Public Benefit Entity Simple Format Reporting – Accrual (Not-For-Profit) issued by the New Zealand Accounting Standards Board.

Basis for Opinion

We conducted our audit of the performance report in accordance with International Standards on Auditing (New Zealand) (ISAs (NZ)) and the audit of the service performance information in accordance the International Standard on Assurance Engagements (New Zealand) ISAE (NZ) 3000 (Revised) issued by the New Zealand Auditing and Assurance Standards Board. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the General-Purpose Financial Report* section of our report. We are independent of the Trust in accordance with Professional and Ethical Standard 1 *International Code of Ethics for Assurance Practitioners (including International Independence Standards) (New Zealand)* issued by the New Zealand Auditing and Assurance Standards Board, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Other than in our capacity as auditor we have no relationship with, or interests in, the Trust.

Responsibilities of the Trustees for the Performance Report

The Trustees are responsible for:

- a. the preparation and fair presentation of the performance report in accordance with Public Benefit Entity Standards issued by the New Zealand Accounting Standards Board;

- b. service performance criteria that are suitable in order to prepare service performance information in accordance with Public Benefit Entity Standards; and
- c. for such internal control as the Trustees determine is necessary to enable the preparation of the performance report that is free from material misstatement, whether due to fraud or error.

In preparing the performance report, the Trustees are responsible on behalf of Trust for assessing the Trust's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the Trustees either intend to liquidate the Trust or to cease operations, or have no realistic alternative but to do so.

Auditor's Responsibilities for the Audit of the Performance Report

Our objectives are to obtain reasonable assurance about whether the performance report as a whole, and the service performance information are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with ISAs (NZ) and ISAE (NZ) 3000 (Revised) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of this performance report.

As part of an audit in accordance with ISAs (NZ) and ISAE (NZ) 3000 (Revised), we exercise professional judgement and maintain professional scepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the performance report, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of the Trust's internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Trust's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of the use of the going concern basis of accounting by those charged with governance and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Trust's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the performance report or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Trust's to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the performance report, including the disclosures, and whether the performance report represents the underlying transactions and events in a manner that achieves fair presentation.
- Perform procedures to obtain evidence about and evaluate whether the reported outcomes and outputs, and quantification of the outputs to the extent practicable, are relevant, reliable, comparable and understandable.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Restriction on use of our report

This report is made solely to the Trustees, as a body. Our audit work has been undertaken so that we might state to the Trustees, as a body, those matters which we are required to state to them in our audit report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the Trust and its Trustees, as a body, for our audit work, for this report or for the opinion we have formed.

Grant Thornton New Zealand Audit Limited**B Kennerley****Partner****Wellington****29 April 2024**



05. FINANCE

77TH CONFERENCE & AGM AGENDA

77th ANNUAL GENERAL MEETING
CONSIDERATION OF ACCOUNTS FOR THE YEAR ENDED
31 DECEMBER 2023

15. Annual Accounts and Audit Report –MotorSport New Zealand

Mover

Secunder

Result

Please refer overleaf.

MotorSport New Zealand Inc

Consolidated Financial Statements
For the year ended 31 December 2023

MotorSport New Zealand Inc

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MotorSport New Zealand Inc

Directory

President

Wayne Christie

Incorporation Number

216910

Registered Office

MotorSport New Zealand Inc
102A Kapiti Road
Paraparaumu
New Zealand

Bank

ASB Bank Limited
Level 15, Hunter Street
Wellington

Nature of Business

Administration of Motor Sport

Independent Auditor

Grant Thornton New Zealand Audit Limited
Level 15 Grant Thornton House
215 Lambton Quay
Wellington

Accountants

Deloitte
Level 12, 20 Customhouse Quay
Wellington

MotorSport New Zealand Inc

Statement of Service Performance For the year ended 31 December 2023

Who we are and why do we exist?

MotorSport New Zealand is a not-for profit National Sporting Organisation appointed by the FIA as sole authority to regulate motorsport in New Zealand. Incorporation was achieved in November 1950 and has a current membership of 92 clubs throughout New Zealand.

What are our strategic focus areas?

We aim to achieve, influence and deliver methods to reduce barriers of entry to our Sport to grow participation and membership. We aim to grow our Sport by using clear, transparent and engaging communications and providing fair competition safely that is attractive to competitors, stakeholders and spectators to enable and lead New Zealand's most exciting sport to be enjoyed by all.

We strive to:

- A) Build a ladder to world level success for our participants, both in and out of the cars
- B) Enable and lead New Zealand's most exciting sport, to be enjoyed by all
- C) Foster strong domestic competition that is safe, fair and well organised and relatable to the rest of the world

What did we do and how did we perform?

	2023	2023 Budget	2022	2022 Budget
1. Participation Levy Declaration (PLD) records	16,434	16,244	15,553	15,289
2. Competition licence holder numbers	4,881	5,535	5,378	5,301
3. Official licence holder numbers	982	1,042	972	1,008
4. Email newsletter database	15,541	16,371	15,497	15,241

MotorSport New Zealand Inc

Consolidated Statement of Comprehensive Revenue and Expenses For the year ended 31 December 2023

	Notes	
	2023 \$	2022 \$
Revenue from non-exchange transactions		
Sport NZ grant	30,000	30,000
Other grants	10,773	27,455
Affiliation fees	71,230	77,041
Competition and championship	1,609,733	1,568,014
Commercial rights	65,856	109,173
Track licences	84,554	14,243
Donations	10,500	40,500
	1,882,646	1,866,426
Revenue from exchange transactions		
Interest received	91,710	39,700
Capital gain on disposal of fixed assets	-	167
Other operating revenue	385,435	396,233
	477,145	436,100
Total revenue	2,359,791	2,302,526
Expenses		
Advisory commissions and training	50,019	60,746
Competition and championship	313,144	407,477
Depreciation and amortisation	12 & 13	169,622
Capital loss on disposal of fixed assets	9,803	-
Grants and donations	96,871	85,832
Interest expense	686	822
MotorSport services and administration	946,592	835,716
Wages and salaries	964,746	805,761
Other expenses	6	154,822
	2,706,305	2,711,486
Total deficit for the year	(346,514)	(408,940)
Other comprehensive revenue and expenses		
	-	-
Total comprehensive revenue and expenses for the year	(346,514)	(408,940)

These financial statements should be read in conjunction with the notes to the consolidated financial statements.



MotorSport New Zealand Inc

Consolidated Statement of Changes In Net Assets For the year ended 31 December 2023

	Notes	
	2023	2022
	\$	\$
Opening equity at 1 January	2,398,746	2,807,686
Deficit for the year	(346,514)	(408,940)
Other comprehensive revenue and expenses	-	-
Total comprehensive revenue and expenses for the year	(346,514)	(408,940)
Closing equity at 31 December	2,052,232	2,398,746

These financial statements should be read in conjunction with the notes to the consolidated financial statements.



MotorSport New Zealand Inc

Consolidated Statement of Financial Position As at 31 December 2023

		Notes	
		31-Dec-23	31-Dec-22
		\$	\$
Current assets			
Cash and cash equivalents	9	495,508	784,572
Investments	10	1,544,553	1,487,326
Inventories		3,892	5,215
Receivables from exchange transactions	15	89,439	111,480
Prepayments and other assets	11	92,375	58,547
Total current assets		2,225,767	2,447,140
Non-current assets			
Property, plant and equipment	12	78,079	98,680
Intangible assets	13	-	128,018
Total non-current assets		78,079	226,698
Total assets		2,303,846	2,673,838
Current liabilities			
Trade creditors and other payables	14	146,868	153,521
Employee entitlements		60,582	59,870
Income in advance		35,912	50,029
Finance lease	17	3,659	3,421
Total current liabilities		247,021	266,841
Non-current liabilities			
Finance lease	17	4,593	8,251
Total non-current liabilities		4,593	8,251
Total liabilities		251,614	275,092
Net assets		2,052,232	2,398,746
Equity			
Accumulated comprehensive revenue and expenses		2,052,232	2,398,746
Total net assets attributable to the owners of the controlling entity		2,052,232	2,398,746

For and on Behalf of the Board



President



CEO

29/04/2024. Date

These financial statements should be read in conjunction with the notes to the consolidated financial statements.

5



MotorSport New Zealand Inc

Consolidated Statement of Cash Flows For the year ended 31 December 2023

	Note	
	2023	2022
	\$	\$
Cash flows from operating activities		
<i>Receipts</i>		
Interest Received	69,705	24,664
Receipts from Sport NZ grant	30,000	30,000
Receipts from donations	10,500	40,500
Receipts from other grants	10,773	27,455
Receipts from competition and championship fees	1,572,513	1,527,766
Receipts from other revenue	591,028	626,180
GST Received	44,944	-
	2,329,463	2,276,565
<i>Payments</i>		
Payments to suppliers	1,410,158	1,531,845
Payments to employees and contractors	1,019,458	821,627
Grants, contributions and sponsorship paid	96,871	85,832
Interest paid	686	822
GST Paid	-	18,980
	2,527,173	2,459,106
Net cash used in operating activities	(197,710)	(182,541)
Cash flows from financing activities		
Repayment of finance lease	3,421	2,940
	3,421	2,940
Net cash used in financing activity	(3,421)	(2,940)
Cash flows from investing activities		
<i>Receipts</i>		
Sale of short term investments	-	389,407
Sale of property, plant and equipment	269	12,872
	269	402,279
<i>Payments</i>		
Purchase of property, plant and equipment	30,977	64,235
Purchase of short term investments	57,225	16,095
	88,202	80,330
Net cash from/ (used in) investing activities	(87,933)	321,949
Net increase in cash and cash equivalents	(289,064)	136,468
Cash and cash equivalents at beginning of the year	784,572	648,104
Cash and cash equivalents at end of the year	9 495,508	784,572

These financial statements should be read in conjunction with the notes to the consolidated financial statements.



MotorSport New Zealand Inc

Notes to the Consolidated Financial Statements For the year ended 31 December 2023

1 Reporting entity

The reporting entity is MotorSport New Zealand Inc (the "Society"). The Society is domiciled in New Zealand and is incorporated under the Incorporated Societies Act 1908.

The consolidated financial statements comprising of the Society and its controlled entity, The MotorSport New Zealand Scholarship Trust, together the "Group", are presented for the year ended 31 December 2023.

These consolidated financial statements and the accompanying notes summarise the financial results of activities carried out by the Group. The Group provides the administration for MotorSport in New Zealand including events, competitions and provides education and training for MotorSport competitors and officials. Only The MotorSport New Zealand Scholarship Trust is registered with the Charities Act 2005.

These consolidated financial statements have been approved and were authorised for issue by the Board on 29, 04 2024.

2 Statement of Compliance

These consolidated financial statements have been prepared in accordance with Generally Accepted Accounting Practice in New Zealand (NZ GAAP). They comply with the Public Benefit Entity International Public Sector Accounting Standards Reduced Disclosure Regime (PBE IPSAS RDR) and other applicable Financial Reporting Standards as appropriate to PBE's. For the purposes of complying with NZ GAAP, the Group is a public benefit not-for-profit entity and is eligible to apply Tier 2 Not-For Profit PBE IPSAS on the basis that it does not have public accountability and it is not large as defined by the financial reporting framework.

The Board has elected to report in accordance with Tier 2 Not-For-Profit PBE Accounting Standards and in doing so has taken advantage of most of the applicable Reduced Disclosure Regime (RDR) disclosure concessions.

3 Summary of significant accounting policies

The significant accounting policies used in the preparation of these consolidated financial statements as set out below have been applied consistently to both years presented in these financial statements.

3.1 Basis of Measurement

These consolidated financial statements have been prepared on the basis of historical cost.

3.2 Going Concern

In approving these financial statements the Board considers the going concern assumption appropriate and believe Motorsport New Zealand will have sufficient cash flow to meet its financial obligations as they fall due. This assumption is based on consideration of the 31 December 2023 financial position and forecast financial performance for the 12 months following approval of these financial statements. The Board has a reasonable belief that this forecast will be met.

3.3 Functional and presentational currency

The consolidated financial statements are presented in New Zealand dollars (\$), which is the Group's functional currency. All financial information presented in New Zealand dollars has been rounded to the nearest dollar.

3.4 Basis of consolidation

Controlled entities are all those entities over which the controlling entity has the power to govern the financial and operating policies so as to benefit from its activities. The controlled entities are consolidated from the date on which control is transferred and are de-consolidated from the date the control ceases. In preparing the consolidated financial statements, all inter entity balances and transactions, and unrealised gains and losses arising from within the consolidated entity are eliminated in full. The accounting policies of the controlled entity are consistent with the policies adopted by the Group and have a 31 December reporting date.

3.5 Foreign currency transactions

Transactions in foreign currencies are translated to the respective functional currencies of the Group entities at exchange rates at the dates of the transactions. Monetary assets and liabilities denominated in foreign currencies at the reporting date are retranslated to the functional currency at the exchange rate at that date. The foreign currency gain or loss on monetary items is the difference between amortised cost in the functional currency at the beginning of the year, adjusted for effective interest and payments during the year, and the amortised cost in the foreign currency translated at the exchange rate at the end of the year.

Foreign currency gains and losses are reported on a net basis as either finance income or finance cost depending on whether the foreign currency movements are in a net gain or net loss position.

3.6 Revenue

Revenue is recognised to the extent that it is probable that the economic benefit will flow to the Group and revenue can be reliably measured. Revenue is measured at the fair value of the consideration received. The following specific recognition criteria must be met before the revenue is recognised.

Revenue from non-exchange transactions

Grant Revenue

Grant revenue includes grants given by other charitable organisations, philanthropic organisations and businesses. Grant revenue is recognised when the conditions attached to the grant has been complied with. Where there are unfulfilled conditions attaching to the grant, the amount relating to the unfulfilled condition is recognised as a liability and released to revenue as the conditions are fulfilled.

Donation Revenue

Donation revenue transactions are those where the group receives an inflow of resources but provides no (or nominal) direct consideration in return. Income from donations is recognised when it is probable that the associated future economic benefit or service potential will flow to the entity and fair value is reliably measured.

Licenses, Permits and Affiliation fees

Licences, permits and affiliation fees are recognised as revenue on receipt of the payment, which is also the point at which the license, permit or affiliation is provided.



MotorSport New Zealand Inc

Notes to the Consolidated Financial Statements For the year ended 31 December 2023

Competition and championship

Competition and championship fees are recognised as revenue on receipt of the payment, which is also the point at which the competition and championship events are provided.

Revenue from exchange transactions

Interest

Interest is recognised in the Statement of comprehensive revenue and expenses as it accrues, using the effective interest method.

Services

Revenue from the provision of services is recognised when the service has been performed.

Other Revenue

All other revenue is recognised in accordance with the contractual obligations attached and recognised in the period to which it relates.

3.7 Financial Instruments

Financial assets and liabilities are recognised when the Group becomes a party to the contractual provisions of the financial instruments.

The Group derecognises a financial asset or part of a group of similar financial assets when the rights to receive cash flows from the asset have expired or are waived, or the Group has transferred its rights to receive cash flows from the asset or has assumed an obligation to pay the received cash flows in full without material delay to a third party; and either;

- the Group has transferred substantially all the risks and rewards of the asset; or
- the Group has neither transferred nor retained substantially all the risks and rewards of the asset, but has transferred control of the asset.

Financial Assets

Financial assets within the scope of the PBE IPSAS 41 *Financial Instruments: Recognition and Measurement* are classified as financial assets at fair value through surplus or deficit, fair value through other comprehensive revenue and expenses or amortised cost. The classifications of the financial assets are determined at initial recognition.

The Group classifies its financial assets as financial assets at amortised cost.

Amortised cost

Financial assets are classified in this category if they are held in order to collect their contractual cash flows, and their contractual cash flows are solely payments of principal and interest.

The Group's financial assets carried at amortised cost are cash and cash equivalents, short term investments, investments and receivables from exchange transactions.

Financial assets carried at amortised cost are initially recognised at fair value plus directly attributable transaction costs and are thereafter carried at amortised cost using the effective interest method, less provision for impairment.

Impairment of financial assets

The provision for impairment of receivables is determined by applying a simplified approach to measuring expected credit losses, which calculates a lifetime expected loss allowance. To measure expected credit losses, receivables are grouped based on shared credit risk characteristics and days past due. An expected loss rate is then applied to each of these groups; these loss rates are based on historical loss rates, adjusted to reflect current and forward-looking information on macroeconomic factors affecting the ability of counterparties to settle receivables. Impairment on receivables is recognised in a separate provision account, with the loss being recognised in surplus or deficit. On confirmation that a receivable will not be collectable, the gross carrying value of the asset is written off against the associated provision.

The entity assesses at the end of reporting date whether there is objective evidence that a financial asset or a group of financial assets is impaired. A financial asset or a group of financial assets is impaired and impairment losses are incurred if there is objective evidence of impairment as a result of one or more events that occurred after the initial recognition of the asset (a 'loss event') and that loss event has an impact on the estimated future cash flows of the financial asset or the group of financial assets that can be reliably estimated.

Impairment provisions for other financial assets are recognised based on a forward looking expected credit loss model.

The methodology used to determine the amount of the provision is based on whether there has been a significant increase in credit risk since initial recognition of the financial asset. For those financial assets where the credit risk has not increased significantly since initial recognition, twelve month expected credit losses, along with gross interest income, are recognised. For those financial assets for which credit risk has increased significantly, lifetime expected credit losses, along with gross interest income, are recognised. For those financial assets that are determined to be credit impaired, lifetime expected credit losses, along with interest income on a net basis, are recognised.

Financial Liabilities

The Group's financial liabilities include trade and other creditors (excluding GST and PAYE), employee entitlements, finance lease and income received in advance (in respect to grants whose conditions are yet to be complied with).

All financial liabilities are initially recognised at fair value (plus transaction cost for financial liabilities not at fair value through surplus or deficit) and are measured subsequently at amortised cost using the effective interest method. The entity holds no financial liabilities at fair value through surplus or deficit.

3.8 Cash and cash equivalents

Cash and cash equivalents are short term, highly liquid investments that are readily convertible to known amounts of cash and which are subject to an insignificant risk of change in value.

3.9 Short term Investments

Short term investments comprise term deposits between three and twelve months and therefore do not fall into the category of cash and cash equivalents.

MotorSport New Zealand Inc

Notes to the Consolidated Financial Statements For the year ended 31 December 2023

3.10 Inventories

Inventories held for consumption in the provision of services that are not sold on a commercial basis are measured at the lower of cost and net realisable value.

For inventory that was acquired through non-exchange transactions, the cost of inventory is its fair value at the date of acquisition. For inventory held for distribution or consumption in providing goods or services to be distributed at no charge or for nominal charge, these are measured at cost adjusted for any loss of service potential.

3.11 Property, plant and equipment

Items of property, plant and equipment are measured at cost, less accumulated depreciation and any impairment losses. Cost includes expenditure that is directly attributable to the acquisition of the asset.

Additions and subsequent costs

Subsequent costs and the cost of replacing part of an item of property, plant and equipment are recognised as an asset if, and only if, it is probable that future economic benefits or service potential will flow to the Group and the cost of the item can be measured reliably. The carrying amount of the replaced part is derecognised.

In most instances, an item of property, plant and equipment is recognised at its cost. Where an asset is acquired at no cost, or for a nominal cost, it is recognised at fair value at the acquisition date.

All repairs and maintenance expenditure is charged to surplus or deficit in the year in which the expense is incurred.

Disposals

An item of property, plant and equipment is derecognised upon disposal or when no further future economic benefits or service potential are expected from its use. When an item of property, plant or equipment is disposed of, the gain or loss recognised in the surplus or deficit in the Statement of comprehensive revenue and expenses is calculated as the difference between the net sale proceeds and the carrying amount of the asset.

Depreciation & amortisation

Depreciation is recognised as an expense in the reported surplus or deficit in the Statement of comprehensive revenue and expenses and measured on both Straight Line (SL) and Diminishing Value (DV) basis as specified below on property, plant and equipment over the estimated useful life of the asset.

The following depreciation rates have been applied:

Furniture and Fittings	0-21% DV
Leasehold Improvements	33% DV
Office Furniture and Equipment	0-67% DV
Technical Equipment	0-67% DV
Training Equipment	50% DV
Motor Vehicles	30% DV
Gifted Assets	25% DV

The residual value, useful life, and depreciation methods of property, plant and equipment are reassessed annually to ensure they fairly reflect the decline in service potential of the asset over its economic life.

3.12 Intangible assets

Intangible assets acquired separately are initially recognised at cost. The cost of intangible assets acquired in a non exchange transaction is their fair value at the date of the exchange. Intangible assets acquired by the Group, that have finite useful lives, are measured at cost less accumulated amortisation and any impairment losses. Intangible assets are amortised using the following amortisation rates:

Database Possum	33% SL
Website	50% SL

Residual values and useful lives are assessed at each reporting date.

3.13 Leased assets

Leases, where the Group assumes substantially all the risks and rewards incidental to ownership of the leased assets, are classified as finance leases. All other leases are classified as operating leases.

Lease payments on finance leases are apportioned between finance charges and the reduction of the lease obligation so as to achieve a constant rate of interest (the effective interest rate) on the remaining balance of the liability. Finance charges are charged directly against the surplus or deficit in the Statement of comprehensive revenue and expenses, unless they are directly attributable to qualifying assets, in which case they are capitalised in accordance with the Group's general policy on borrowing costs.

Payments made under operating leases are recognised in the surplus or deficit on a straight-line basis over the term of the lease. Lease incentives received are recognised as an integral part of the total lease expense, over the term of the lease. Associated costs, such as maintenance and insurance, are expensed as incurred.

MotorSport New Zealand Inc

Notes to the Consolidated Financial Statements For the year ended 31 December 2023

3.14 Borrowing Costs

All borrowing costs are expensed in the period in which they occur. Borrowing costs consist of interest and other costs that an entity incurs in connection with the borrowing of funds. The Group have chosen not to capitalise borrowing costs directly attributable to the acquisition, construction or production of assets.

3.15 Employee Benefits

Wages, salaries and annual leave

Liabilities for wages, salaries and annual leave are recognised in surplus or deficit during the period in which the employee provided the related services. Liabilities for the associated benefits are measured at the amounts expected to be paid when the liabilities are settled.

3.16 Income Tax

The Group has been approved by Inland Revenue as an Amateur Sports Promoter in terms of the Income Tax Act 2007 CW46(a) therefore the Group is exempt from paying income tax.

3.17 Goods and Services Tax

Revenues, expenses and assets are recognised net of the amount of GST except for accounts receivable and payables, which are stated with the amount of GST included.

The net GST paid to, or received from, the Inland Revenue Department, including the GST relating to investing and financing activities, is classified as a net operating cash flow in the statement of cash flows.

3.18 Equity

Equity is measured as the difference between total assets and total liabilities. Equity is made up of the following components:

Accumulated comprehensive revenue and expense

Accumulated comprehensive revenue and expense is the Group's accumulated surplus or deficit since its formation, adjusted for transfers to/from specific reserves.

4 Significant accounting judgements, estimates and assumptions

The preparation of financial statements in conformity with PBE IPSAS requires management to make judgements, estimates and assumptions that affect the application of accounting policies and the reported amounts of assets, liabilities, income and expenses. Where material, information on significant judgements, estimates and assumptions is provided in the relevant accounting policy or provided in the relevant note disclosure.

In the process of applying the Group's accounting policies, management has made the following judgements, which have the most significant effect on the amounts recognised in the consolidated financial statements:

Estimates and assumptions

The estimates and underlying assumptions are based on historical experience and various other factors believed to be reasonable under the circumstances. Estimates are subject to ongoing review and actual results may differ from these estimates. Revisions to accounting estimates are recognised in the year in which the estimate is revised and in future years affected.

Changes in accounting estimates

There have been no changes in accounting estimates during the year.

Lease Commitments

The Group has an ongoing finance lease agreement. The Group has determined, based on evaluation of the terms and conditions of the arrangement, such as the lease term constituting a substantial portion of the economic life of the asset, that it retains the significant risk and reward of ownership of these properties and so is reported as a finance lease. See note 17.

There have been no other significant judgements, estimates and assumptions made during the year.

MotorSport New Zealand Inc

Notes to the Consolidated Financial Statements For the year ended 31 December 2023

5 Group information subsidiaries

The consolidated financial statements of the Group include the net assets of The MotorSport New Zealand Scholarship Trust.

The Society has control over The MotorSport New Zealand Scholarship Trust in that it has the ability to choose the members of the board who also act as the trustees. This is not a subsidiary with regards to equity interest but has been included in the consolidated financial statements of the Group due to the level of control the Society has over this entity.

Name of Subsidiary	Principal Activity	Percentage Equity Interest 2023 and 2022
MotorSport New Zealand Scholarship Trust	Education	100%

The reporting date of the Society and all subsidiaries is 31 December. There are no significant restrictions on the ability of the subsidiaries to transfer funds to the Society in the form of cash distributions or to repay loans or advances.

6 Other expenses

During the year the Group spent \$75,785 (2022:\$345,000) on the development of Sporty, a new cloud based software that the Group will use as a digital platform to manage and administer online registration, members and competition.

The developer of Sporty will develop the database on their infrastructure and protect the software behind their firewall. The Group only has access to the database and can't customise any of the application.

Based on the above, the Group does not have control over the database and has therefore expensed it and not capitalise the cost as an intangible asset in line with PBE IPSAS 31.

Sporty replaced Possum during 2023.

7 Components of net surplus/(deficit)

Surplus/(deficit) includes the following specific expenses

	2023 \$	2022 \$
Grants - development of safety and training	13,665	8,887
Grants - graduate development and academy of sport	83,206	77,146
Audit fees	27,899	26,521
Board meeting expenses	43,482	22,886
(Gain)/Loss on disposal of assets	9,803	(167)

8 Auditor's remuneration

Auditor's remuneration is made up of the following;

	2023 \$	2022 \$
Audit fee - society	20,024	19,733
Audit fee - trust	7,875	6,787
Total auditor's remuneration	27,899	26,521

9 Cash and cash equivalents

Cash and cash equivalents include the following components;

	2023 \$	2022 \$
Cash at bank and in hand	495,508	784,572
Cash and cash equivalents at end of the year	495,508	784,572



MotorSport New Zealand Inc

Notes to the Consolidated Financial Statements For the year ended 31 December 2023

10 Investments

Investments include the following:

	2023	2022
	\$	\$
Current		
Term deposits - maturing within 12 months of the reporting date	1,544,553	1,487,326
Total Investments	1,544,553	1,487,326

All the term deposits for the year are between 6 and 12 months and interest rates varies between 4.80% to 5.85% (2022: 2.15% to 4.10%).

11 Prepayments and other assets

Prepayments and others assets includes the following:

	2023	2022
	\$	\$
Prepayments	47,734	35,911
Accrued Interest	44,641	22,636
Prepayments and other assets	92,375	58,547



MotorSport New Zealand Inc

**Notes to the Consolidated Financial Statements
For the year ended 31 December 2023**

12 Property, plant and equipment

Movements for each class of property, plant and equipment are as follows:

	Leasehold Improvements - at cost	Furniture and Fittings	Office Furniture and Equipment	Technical Equipment	Training Equipment	Motor Vehicles	Gifted Assets	Total
31 December 2023	\$	\$	\$	\$	\$	\$	\$	\$
Gross carrying amount	9,613	48,465	219,478	275,780	9,447	69,196	100,000	731,979
Opening balance	-	-	25,160	5,087	-	750	-	30,977
Additions	-	(1,344)	(38,929)	(90,861)	-	-	-	(131,154)
Disposals	-	-	-	-	-	-	-	-
Closing balance	9,613	47,121	205,709	189,966	9,447	69,546	100,000	631,802
Accumulated depreciation and impairment	8,585	46,190	186,916	221,439	4,331	64,522	99,315	633,298
Opening balance	1,027	368	18,581	17,721	2,559	1,432	171	41,859
Depreciation for the year	-	(975)	(38,127)	(82,332)	-	-	-	(121,435)
Disposal depreciation write back	-	-	-	-	-	-	-	-
Closing balance	9,613	45,583	169,370	155,827	6,890	65,863	99,486	553,722
Carrying amount 31 December 2023	-	1,538	36,338	33,140	2,557	3,992	614	78,079

	Leasehold Improvements - at cost	Furniture and Fittings	Office Furniture and Equipment	Technical Equipment	Training Equipment	Motor Vehicles	Gifted Assets	Total
31 December 2022	\$	\$	\$	\$	\$	\$	\$	\$
Gross carrying amount	9,613	48,465	206,613	238,654	76,854	69,196	100,000	746,395
Opening balance	9,613	48,465	219,478	275,780	9,447	69,196	100,000	731,980
Closing balance	-	-	-	-	-	-	-	-
Accumulated depreciation and impairment	5,300	45,769	171,988	212,645	64,704	62,917	99,087	662,409
Opening balance	8,585	46,190	189,316	221,439	4,331	64,522	99,315	633,298
Closing balance	1,027	2,275	30,562	54,341	5,116	4,674	665	98,680
Carrying amount 31 December 2022	-	2,275	30,562	54,341	5,116	4,674	665	98,680



MotorSport New Zealand Inc

Notes to the Consolidated Financial Statements For the year ended 31 December 2023

13 Intangible assets

Movements for each class of intangible assets are as follows:

	Database Possum	Website	Total
31 December 2023	\$	\$	\$
Gross carrying amount			
Opening balance	840,756	27,575	868,331
Disposals	-	(27,575)	(27,575)
Closing balance	840,756	-	840,756
Accumulated amortisation and impairment			
Opening balance	713,208	27,105	740,313
Amortisation for the year	127,548	215	127,763
Amortisation written back on disposal	-	(27,320)	(27,320)
Closing balance	840,756	-	840,756
Carrying amount 31 December 2023	-	-	-

	Database Possum	Website	Total
31 December 2022	\$	\$	\$
Gross carrying amount			
Opening balance	840,756	27,575	868,331
Closing balance	840,756	27,575	868,331
Accumulated amortisation and impairment			
Opening balance	587,907	26,636	614,543
Closing balance	713,208	27,105	740,313
Carrying amount 31 December 2022	127,549	469	128,018

MotorSport New Zealand Inc

Notes to the Consolidated Financial Statements For the year ended 31 December 2023

14 Trade creditors and other payables

	2023	2022
	\$	\$
Trade creditors	75,588	129,613
GST payable	53,318	8,374
PAYE payable	17,661	15,534
Total trade creditors and other payables	146,568	153,521

Trade creditors and other payables are non-interest bearing and normally settled on 30 day terms; therefore their carrying amount approximates their fair value.

15 Receivables from exchange transactions

	2023	2022
	\$	\$
Trade receivables	160,536	111,480
Provision for doubtful debt	(71,097)	-
Total receivables from exchange transactions	89,439	111,480

The Group has made an estimate amount for the provision of doubtful debt as it is unlikely that the Group will be able to recover 100% of the license fees from Speed Works MotorSport Club Inc and one other debtor. (2022: Nil).

16 Financial Instruments

Categories of financial assets and liabilities

The carrying amounts of financial instruments presented in the statement of financial position relate to the following categories of assets and liabilities:

Financial Assets		2023	2022
At amortised cost		\$	\$
Term deposits - maturing within 12 months of the reporting date		1,544,553	1,487,325
Loans and receivables			
Cash at bank and in hand		495,508	784,572
Receivables from exchange transactions		89,439	111,480
Total		2,129,501	2,383,378

Financial Liabilities		2023	2022
At amortised cost		\$	\$
Trade creditors		75,588	129,613
Employee entitlements		60,562	59,875
Income in advance		35,912	50,029
Finance lease		8,252	11,672
Total		180,334	251,189

17 Finance Lease Liabilities

Current interest bearing loans and borrowings	Effective Interest Rate	Maturity	2023	2022
	%			
Obligations under finance lease	6.75	24 February 2026	3,659	3,421
Total loans and borrowings			3,659	3,421
Non-current interest bearing loans and borrowings	Effective Interest Rate	Maturity	2023	2022
	%			
Obligations under finance lease	6.75	24 February 2026	4,593	8,251
Total loans and borrowings			4,593	8,251

The finance lease with Ricoh Finance (a division of Ricoh Finance New Zealand Limited) is for the photocopier system and is based over a 48 month term with the start date being 24 February 2022. Ricoh Finance holds registered personal property securities over the equipment leased.

18 Related party transactions

Related party transactions arise when an entity or person(s) has the ability to significantly influence the financial and operating policies of the Group.

Key Management Personnel

The key management personnel, as defined by PBE IPSAS 20 *Related Party Disclosures*, are the members of the governing body which is comprised of the Board and the CEO of operations, which constitutes the governing body of the Group. The aggregate remuneration of key management personnel and the number of individuals, determined on a full-time equivalent basis, receiving remuneration is as follows:

	2023	2022
	\$	\$
Key Management Personnel		
Total Remuneration	172,885	150,083
Number of Persons	1	1

19 Capital Commitments

The Group has no capital commitments as at 31 December 2023. (31 December 2022: Nil)

MotorSport New Zealand Inc

Notes to the Consolidated Financial Statements For the year ended 31 December 2023

20 Operating Leases

A lease commitment exists for 102A Kapiti Road, Paraparaumu

	2023	2022
	\$	\$
Less than 1 year	38,718	7,675
Between 1 and 5 years	48,391	100,485
More than 5 years	-	-
Total Operating Lease Commitment	87,104	108,460

The current lease renewed on 1 April 2023 for another 3 years.

21 Contingent Liabilities

The Group is still awaiting the outcome from the Coroner's report in relation to below event which occurred during the year ended 31 December 2019, however the in the latest letter received from the Barrister, it was concluded that even if there was a breach, the Coroner will not have any ability to impose a judgement or liability sum against any entity.

31 December 2019: On 1 September 2019 there was an accident at a NZ Rally event which lead to the death of a photographer. This has triggered both a Worksafe NZ investigation and a Police / Coroner's inquiry into whether there was any breach of Motorsport's duty. On 28 August 2019 Worksafe NZ formally concluded the investigation and formed the view that there was no breach of duty requiring a prosecution. The matter has since been referred to the Coroner who will either confirm Worksafe NZ's report that there is no need to commence a formal inquiry or that an inquiry will be required with the hearing of evidence in due course.

22 Subsequent Events

On 25 February 2024 there was an accident at the Arcadia Rally Sprint event in Northland that tragically resulted in a double fatality. This has triggered a Serious Crash Unit, Worksafe NZ investigation and a NZ Police/ Coroner's inquiry whether there was any breach of Motorsport's duty. A decision is currently pending but will be concluded within 12 months of 25 February 2024. At this point in time, it is too early to predict what fines might eventuate if a prosecution arises under the Health and Safety at Work Act 2015 or any other legislation.



Independent Auditor's Report

To the Members of MotorSport New Zealand Incorporated Group

Report on the Audit of the Consolidated Financial Statements

Opinion

We have audited the consolidated financial statements of MotorSport New Zealand Incorporated (the "Society") and its controlled entities (the "Group"), which comprise:

- a. The consolidated financial statements set out on pages 3 to 16, which comprise the consolidated statement financial position as at 31 December 2023, the consolidated statement of comprehensive revenue and expense, consolidated statement of changes in net assets and consolidated statement of cash flows for the year then ended, and notes to the consolidated financial statements, including a summary of significant accounting policies; and
- b. the service performance information set out on page 2.

In our opinion the accompanying consolidated financial statements present fairly, in all material respects:

- a. the consolidated financial position of the Group as at 31 December 2023 and its consolidated financial performance and cash flows for the year then ended; and
- b. the service performance for the year ended 31 December 2023 in accordance with the Group's service performance criteria

in accordance with Public Benefit Entity International Public Sector Accounting Standards (Not-for-Profit) Reduced Disclosure Regime issued by the New Zealand Accounting Standards Board.

Basis for Opinion

We conducted our audit of the financial statements in accordance with International Standards on Auditing (New Zealand) (ISAs (NZ)) and the audit of the service performance information in accordance the International Standard on Assurance Engagements (New Zealand) ISAE (NZ) 3000 (Revised) issued by the New Zealand Auditing and Assurance Standards Board. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Statements* section of our report. We are independent of the Group in accordance with Professional and Ethical Standard 1 *International Code of Ethics for Assurance Practitioners (including International Independence Standards) (New Zealand)* issued by the New Zealand Auditing and Assurance Standards Board, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Other than in our capacity as auditor we have no relationship with, or interests in, the Group.

Board Members' Responsibilities for the Consolidated Financial Statements

The Board Members are responsible on behalf of the Group for:

- a. the preparation and fair presentation of these consolidated financial statements and service performance information in accordance with Public Benefit Entity International Public Sector Accounting Standards (Not-for-Profit) Reduced Disclosure Regime issued by the New Zealand Accounting Standards Board;

- b. service performance criteria that are suitable in order to prepare service performance information in accordance with Public Benefit Entity Standards; and
- c. such internal control as the Board Members determine is necessary to enable the preparation of the financial statements and service performance information that are free from material misstatement, whether due to fraud or error.

In preparing these consolidated financial statements, the Board members are responsible on behalf of the Group for assessing the Group's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the Board Members either intend to liquidate the Group or to cease operations, or have no realistic alternative but to do so.

Auditor's responsibilities for the Audit of the Consolidated Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole, and the service performance information are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with ISAs (NZ) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with ISAs (NZ) and ISAE (NZ) 3000 (Revised), we exercise professional judgement and maintain professional scepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements and the service performance information, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of the group's internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the group's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of the use of the going concern basis of accounting by those charged with governance and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the group's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the group's to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements and the service performance information, including the disclosures, and whether the financial statements and the service performance information represents the underlying transactions and events in a manner that achieves fair presentation.
- Perform procedures to obtain evidence about and evaluate whether the reported outcomes and outputs, and quantification of the outputs to the extent practicable, are relevant, reliable, comparable and understandable.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Restriction on use of our report

This report is made solely to the members of MotorSport New Zealand Inc, as a body. Our audit work has been undertaken so that we might state to the members of MotorSport New Zealand Inc, as a body those matters which we are required to state to them in an auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the MotorSport New Zealand Inc and its members, as a body, for our audit work, for this report or for the opinion we have formed.

Grant Thornton New Zealand Audit Limited**B Kennerley****Partner****Wellington****29 April 2024**

Profit and Loss
MotorSport NZ
1 Jan 2023 to 31 Dec 2023

	2023 Actuals	2023 Budget	2024 Budget
Income			
Affiliation	71,230	80,000	118,600
Annual Meeting	36,177	35,000	35,000
Championship	123,504	132,563	121,531
Circuits	84,554	96,213	10,652
Commerical Rights	65,856	70,000	131,000
Competition Levies	510,257	484,379	657,365
Competition Licences & Visa's	721,121	733,070	825,646
FIA Grant	10,772	-	42,000
Grants Other	43,000	40,000	40,000
Interest Received	85,390	28,939	61,088
Organising Permits	126,135	120,904	155,095
Rally Safe	130,689	142,405	151,406
Sundry Income	165,783	239,007	127,840
Technical	168,473	183,572	179,862
Total Income	2,342,940	2,386,051	2,657,085
Less Operating Expenses			
Advisory Commissions & Training	66,988	71,550	124,000
Annual Meeting	138,748	127,000	130,000
Audit Fees	20,024	20,000	25,000
Championship & Competition	301,380	347,506	245,500
Club Liaison	27,566	20,400	35,000
Depreciation	169,625	174,886	45,936
Elite Development	58,010	52,252	55,095
FIA Permits/Levies/Subscription/HTP	28,747	19,000	43,500
Foreign Currency Gains & Losses	1,021	-	-
Health & Safety	899	1,255	2,000
Interest Expense	686	1,046	445
Judicial Hearings & Inquiries	(8,343)	7,600	2,500
MSNZ Administration	670,716	500,623	658,517
Rally Safe	131,341	148,250	150,000
MotorSport Online Development	75,786	41,400	30,000
Technical Expense	15,535	11,700	10,500
Wages & Salaries	964,745	955,810	1,008,089
Total Operating Expenses	2,663,473	2,500,277	2,566,082
Profit/(Loss)	(320,533)	(114,227)	91,003



06. REMITS

77TH CONFERENCE & AGM AGENDA

77th ANNUAL GENERAL MEETING

CONSIDERATION OF REMITS & DISCUSSION ITEMS

16.1 Consideration of Remit and Discussion Items to Annual General Meeting

No Remits or Discussion Items were submitted for the 2024 AGM by Member Clubs.

No Remits concerning the National Sporting Code (NSC) were submitted.

16.2 Remits and Resolutions to the Constitution- MotorSport New Zealand:

The following resolutions were accepted at the 2023 Annual General Meeting. These resolutions were then taken and incorporated into the draft Constitution that was published to all Members on 26 March 2024.

Resolution 1: Do you agree with the description of the Type A members as outlined in this paper?

Resolution 2: Do you agree that a separate membership category be created for individuals comprising Licenced Officials and Competition Licence Holders (Type B Members)?

Resolution 6: Should Competition and Official Licence holders (Type B Members) have the ability to nominate and elect 1 of the 6 Board members as described in this paper?

Resolution 7: Should Competition and Official Licence holders (Type B Members) have the ability to nominate and elect 2 of the 4 members of the ClubSport, Race, Historic and Rally Advisory Commissions as described in this paper?

Resolution 8: Do you agree with the formation of an additional category of membership (Type C) as described in this paper?

Resolution 9: Do you agree with the formation of an additional category of membership (Type D) as described in this paper?

Resolution 10: Do you agree with the formation of an additional category of membership (Type E) as described in

Resolution 11: Do you agree with the formation of an additional category of membership (Type F) as described in this paper?

Resolution 12: Do you agree with the adoption of the alternative structure as described in the Working Group report and as modified by the outcome of resolutions 1-11? If this resolution is approved the Board shall be tasked with preparing the necessary amendments to the Constitution for a final vote at the 2024 AGM.

Resolution 13: That the role of Vice President be created and appointed as an internal Board election.

Resolution 14: That an advisory position to the Board be created elected by holders of MotorSport New Zealand circuit licences to advise the Board on matters related to permanent licenced circuits.

As published to all Members on 26 March 2024, the revised draft constitution, as follows, contains the inclusion of the above passed resolutions. This document will be discussed during the Constitutional sessions on the Friday and Saturday prior to the AGM.



**Constitution of
MotorSport New Zealand Inc**

DRAFT

26 March 2024

MSNZ Constitution

Note: All text changes from the previous issue of this Constitution are highlighted such. Text changes for grammatical and/or formatting reasons are not highlighted.

1. Definitions:

Advisory Commissions means any Advisory Commission established pursuant to Rule 20.2.

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AGM means Annual General Meeting.

Appointed Board Member means a Board Member appointed under Rule 19.8.

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By-Laws means additional rules established to regulate the organisation as per Rule 27.

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Board means the Board of MSNZ.

Board Member means a member of the Board, including Elected Board Members and Appointed Board Members.

Chief Executive Officer means the Chief Executive Officer of MSNZ.

Club means a club described in Rule 6.1.

Constitution means this Constitution and any amendments made to it.

Day means Calendar Days.

Elected Board Member means a Board Member elected under Rule 19.

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General Meeting means an AGM or SGM.

Member means and includes all classes of members of MSNZ described under Rule 5.1.

Member d'Honneur means any person given that Membership by way of special appointment made under Rule 16.

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MSNZ means MotorSport New Zealand Incorporated.

National Sporting Code means all the rules and regulations as defined in the National Sporting Code from time to time.

Objects means the objects of MSNZ described under Rule 3.

Ordinary Resolution means a resolution passed by a majority of votes cast.

President means the President of MSNZ.

President d'Honneur means any person given that Office by way of special appointment as per Rule 16.

Register means the register of Members specified in Rule 14.

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Rules means these rules and "Rule" shall have a corresponding meaning.

SGM means Special General Meeting.

Special Resolution means a resolution passed by two-thirds of votes cast by Type A Members.

Vice-President means the Vice President of MSNZ.

2. Name:

2.1 The name of the incorporated society is MotorSport New Zealand Incorporated.

MSNZ Constitution

2.2 The registered office of MSNZ shall be at the place as determined by the Board from time to time.

3. Objects:

3.1 The objects of MSNZ are:

- (a) To be the national body in New Zealand to promote, develop and foster the various sports and competitions involving automobiles with four or more wheels ("automobile sport") for recreation and entertainment;
- (b) To support and assist its Members to deliver automobile sport in New Zealand;
- (c) To encourage, promote and provide education about automobile sport and automobile sport competition as an activity that promotes and maintains the health and wellbeing of all participants in automobile sport in New Zealand;
- (d) To promote opportunities and facilities to enable, assist and enhance the participation, enjoyment and performance in automobile sport in MSNZ's activities;
- (e) To promote, develop and co-ordinate competitions for all automobile sport-related activities of MSNZ;
- (f) To affiliate and co-operate with kindred and other organisations, including the Federation Internationale de L'Automobile ("FIA") and as such, enforce the rules and regulations of the FIA in New Zealand;
- (g) Determine, publish and enforce the rules or National Sporting Code for automobile sport in New Zealand;
- (h) Determine records and awards for automobile sport competition;
- (i) Act in good faith and loyalty to ensure the maintenance and enhancement of MSNZ and motorsport, its standards, quality and reputation for the collective and mutual benefit of the Members and motorsport;
- (j) At all times to operate with, and promote, mutual trust and confidence between MSNZ and its Members in pursuit of these objectives;
- (k) At all times to act on behalf of, and in the interests of, the Members and motorsport.

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4. Powers:

4.1 MSNZ has the power, subject to this Constitution to:

- (a) Purchase, lease, hire or otherwise acquire, hold, manage, maintain, insure, sell or otherwise deal with property and other rights, privileges and licences;
- (b) Control and raise money including to borrow, invest, loan or advance monies and secure the payment of such money by way of mortgage or charge over all or part of any of its property and enter into guarantees;
- (c) Sell, lease, mortgage, charge or otherwise dispose of any property of MSNZ and grant such rights and privileges over such property as it considers appropriate;
- (d) Determine, raise and receive money by subscriptions, donations, fees, levies, entry or usage charges, sponsorship, government funding, community funding or otherwise;
- (e) Produce, develop, create, license and otherwise exploit, use and protect the intellectual property of MSNZ;
- (f) Make, alter, rescind, enforce this Constitution, and any rules, By-Laws, regulations, policies and procedures for the governance, management and operation of MSNZ;

MSNZ Constitution

- (g) Determine, implement and enforce disciplinary, disputes and appeal procedures, including rules, regulations and policies for such and, conduct hearings and impose sanctions and penalties including for anti-doping against its members, office bearers, Presidents d'Honneur and/or other appointed or elected personnel;
- (h) Consider and settle disputes between Members;
- (i) Determine who are its Members and withdraw, suspend or terminate membership;
- (j) Enter into, manage and terminate contracts or other arrangements with employees, sponsors, Members and other persons and organisations;
- (k) Make, alter, rescind and enforce rules of competition;
- (l) To develop and amend the National Sporting Code and its appendices;
- (m) Organise and control competitions, events and programmes;
- (n) Assign functions to, and enter into agreements with, organisations such as Sport New Zealand, the Sports Tribunal of New Zealand and the Drug Free Sport New Zealand;
- (o) Delegate powers of MSNZ to the Board or any other person, committee or sub-committee;
- (p) Be a member, affiliate, be associated to, purchase or otherwise acquire all or any part of the property, assets and liabilities of any one or more companies, institutions, incorporated societies, or organisations whose activities or objects are similar to those of MSNZ, or with which MSNZ is authorised to amalgamate or generally for any purpose designed to benefit MSNZ;
- (q) Determine policies and procedures to effectively administer automobile sport;
- (r) Subject to FIA approval, determine rules to control automobile sport;
- (s) Register and licence individuals, clubs and organisations to participate in and arrange competitions and events for automobile sport;
- (t) Establish an interest in corporate or other entities to carry on and conduct all or any part of the affairs of MSNZ and for that purpose, to utilise any of the assets of or held on behalf of MSNZ;
- (u) Print and publish any news related and marketing or public relations focused printed material and implement any computer systems or software packages that MSNZ may consider desirable for the promotion of its objects;
- (v) Produce, develop, create, licence and otherwise exploit, use and protect its intellectual property;
- (w) Do any other acts or things which are incidental or conducive to the attainment of the Objects of MSNZ.

4.2 The powers listed in Rule 4.1 must only be used to further the Objects of MSNZ as set out in this Constitution.

5. Membership:

5.1 The Members of MSNZ shall be:

- (a) ~~Type A Members are~~ as defined in Rule 6.1;
- (b) Presidents d'Honneur;
- (c) Members d'Honneur;

Deleted: Member Clubs

MSNZ Constitution

- (d) ~~Type B Members are as defined in Rule 7;~~
- (e) ~~Type C Members are as defined in Rule 8;~~
- (f) ~~Type D Members are as defined in Rule 9;~~
- (g) ~~Type E Members are as defined in Rule 10; and~~
- (h) ~~Type F Members are as defined in Rule 11.~~

6. ~~Type A Members:~~

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6.1 Any club which is incorporated and which wishes to be a Member of MSNZ shall apply to the Board for membership on the following basis:

- (a) Such application shall be determined by the Board who must establish a written policy for how such applications will be assessed;
- (b) Clubs which are so admitted will be known as "~~Type A Members~~";
- (c) This ~~Rule~~ does not apply to any club which is Member of MSNZ at the adoption of this Constitution, who will all hold status as ~~Type A Members~~ from such time.

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6.2 In addition to its obligations as a Member under Rule ~~12~~, each ~~Type A Member~~ must:

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- (a) Administer, promote, and develop automobile sport in the Club in accordance with the Objects of MSNZ, this Constitution and any regulations and By-Laws, any policies and procedures determined by MSNZ, the rules of the FIA, the International Sporting Code of the FIA and any directions or decisions of MSNZ or persons or organisations authorised to make those decisions by MSNZ;
- (b) Recognise MSNZ as the national governing body for automobile sport in New Zealand;
- (c) Be, and maintain registration as, an incorporated society under the Incorporated Societies Act 1908, or any Act passed in substitution;
- (d) Have, as its members, individuals and other members it considers appropriate;
- (e) Adopt the Objects of MSNZ under its constitution, which must not be inconsistent with this Constitution, however this does not apply to the existing constitutions of all existing clubs at the time of adoption of this constitution;
- (f) Apply its property and capacity in pursuit of the Objects of MSNZ and the objects of the Club (provided that each Club will have the discretion to prioritise between such Objects);
- (g) Do all that is reasonably necessary to enable the Objects of MSNZ and the objects of the Club to be achieved;
- (h) Act in good faith with loyalty to MSNZ to ensure the maintenance and enhancement of MSNZ and automobile sport, and its reputation, and to do so for the collective and mutual benefit of the Members and automobile sport;
- (i) Operate with, and promote, mutual trust and confidence between MSNZ and the Members; and
- (j) At all times act in the interests of the Members and automobile sport.

6.3 Each ~~Type A Member~~ shall, on request, provide to MSNZ a copy of its constitution and any proposed amendments to it. The Board may require a ~~Type A Member~~ to amend its constitution if it, or any proposed rule within it, is inconsistent or in conflict with the Constitution or regulations, by-laws or policies of MSNZ.

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MSNZ Constitution

6.4 Each Type A Member shall maintain a register of its members in the format determined by the Board. Each Type A Member shall provide its register of members to MSNZ as requested from time to time.

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6.5 Each Type A Member shall pay to MSNZ any fees and levies relating to automobile sport competition and membership as determined by MSNZ.

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6.6 Type A Members may only make or receive any pecuniary gain through their membership of MSNZ as permitted by the Incorporated Societies Act 1908, or any Act passed in substitution.

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6.7 Type A Members may vote (in person or by electronic voting) or by way of an appointed delegate at the Annual General Meeting.

6.8 Only Type A Members are entitled to vote on the following matters:

(a) Amendments to this Constitution;

(b) Approval of remits;

(c) Approval of MSNZ's accounts;

(d) Election of President;

(e) Elections of two out of three Elected Board Member positions in the years where the said positions become vacant; and

(f) Election of two out of four members of each of the Advisory Commission positions in the years where the said positions become vacant.

7. Type B Members:

7.1 Type B Members must meet the following criteria, and have the following rights:

(a) Must be natural persons;

(b) Must hold either a valid and current MSNZ issued competition licence or a valid and current MSNZ issued officials licence.

(c) May attend the Annual General Meeting (at the Type B Member's cost).

(d) Are entitled to vote on the following matters only:

i. Election of one out of three Elected Board Member only on relevant years:

a. Election of two out of four members of each of the Advisory Commissions on relevant years (M-Grade) holders may vote for members of the Clubsport Advisory Commission;

b. Only race licence (C-Grade) holders may vote for members of the Race, Historic and Clubsport Advisory Commissions;

c. Only rally licence (R-Grade) holders may vote for members of the Rally and Clubsport Advisory Commissions; and

d. Only an official licence holder (Clerk of the Course, Steward, Competition Relations Officer, Scrutineer, Technical Officer) may vote for all Advisory Commissions provided that they may only cast one vote per Advisory Commission election.

ii. Irrespective of the total number of licences that are held by any Type B Member, that member will only be entitled to one (1) vote per Advisory Commission.

MSNZ Constitution

(e) Votes must be cast electronically.

8. Type C Members

8.1 Type C Members must meet the following criteria, and have the following rights:

(a) Must be limited liability companies or incorporated societies, and not individuals or other types of legal entity.

(b) Must be issued an accreditation to be approved as a permit holder by MSNZ, such application for approval shall be determined by the Board who must establish a written policy for how such applications will be assessed.

(c) May also hold a circuit licence issued by MSNZ.

(d) Are entitled to take out competition permits with MSNZ.

(e) Are not entitled to vote.

(f) May attend the Annual General Meeting (at the Type C Member's cost) in an observing capacity only.

9. Type D Members

9.1 Type D Members must meet the following criteria, and have the following rights:

(a) Must be natural persons.

(b) Must have an interest or connection with automobile sport (including volunteers, enthusiasts, supporters or past competitors who wish to have a connection to automobile sport), but not currently be either competing or a licenced official.

(c) Are not entitled to vote.

(d) May not attend the Annual General Meeting.

(e) Are entitled to receive MSNZ newsletters and discount packages.

10. Type E Members

10.1 Type E Members must meet the following criteria, and have the following rights:

(a) Must be limited liability companies or incorporated societies, and not other types of legal entity or natural persons.

(b) Are not entitled to vote.

(c) May attend the Annual General Meeting (at the Type E Member's cost) in an observing capacity only.

(d) May access the Motorsport database (subject to privacy requirements of the Board).

(e) May receive MSNZ newsletters and other information as detailed in the membership pack.

(f) May be a member of the Motorsport Industry Working Group.

11. Type F Members

11.1 Type F Members must meet the following criteria, and have the following rights:

(a) Must be motoring groups or events.

MSNZ Constitution

(b) The membership application pack (which MSNZ may vary from time to time) will detail Type F Membership benefits.

(c) Are not entitled to vote.

(d) Are not entitled to attend the Annual General Meeting.

12. Membership Rights and Obligations:

12.1 Members acknowledge and agree that:

- (a) An application for membership must be in writing and in such format as may be required by the Board from time to time. All applications for membership will be determined by the Board.
- (b) Members are bound by this Constitution and by the regulations, By-Laws, policies and procedures of MSNZ.
- (c) In order to receive or continue to receive membership entitlements, Members must meet all requirements of membership set out in this Constitution or as otherwise set by the Board, including payment of any membership or other fees within the time period specified by this Constitution or notified by the Board from time to time.
- (d) The failure by a Member to comply with Rule 12.1(c) may result in suspension of the membership entitlements of that Member by the Board but shall not excuse such Member from being bound by this Constitution.

12.2 Membership of MSNZ is annual, and expires on 31 December in each year. For membership to be renewed, a member must:

- (a) Type A, C, E and F Members give notice to MSNZ of their intention to renew before such date; and
- (b) Be in compliance with their duties and obligations as Members at the time of giving notice; and
- (c) Pay the annual subscription fee respective to the Member Type.

13. Resignation and Termination of Membership:

13.1 Type A, B and C Members may resign by notice in writing to the Board.

13.2 Membership may also be suspended or terminated by the Board if a Member fails to comply with this Constitution including any codes of conduct or requirements set out in regulations, By-Laws, policies or procedures of MSNZ or if a member acts in a manner which is considered by the Board to be harmful to MSNZ or inconsistent with the standards of behaviours expected of a Member by the Board.

13.3 A Member whose membership is suspended or terminated by the Board may apply for the matter to be reviewed by such process as may be specified in any regulations, By-Laws, policies or procedures of MSNZ or in the absence of any relevant provisions then by a General Meeting. If the issue goes before a General Meeting then the decision of the Board may only be overturned by a Special Resolution passed at the General Meeting.

14. Register of Members:

14.1 The Chief Executive Officer shall keep and maintain a Register in which shall be entered the full name, address and Officers of the Type A, B and C Members, and the date of entry of each Member and any other details about each Member as agreed by that Member.

14.2 All Members shall provide written notice of any change to its details in Rule 14.1, to MSNZ within thirty (30) days of the change taking place. All other Members shall provide written notice directly to MSNZ of any change to the details in Rule 14.1.

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MSNZ Constitution

15. Officers of the Organisation:

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15.1 The officers of MSNZ shall be:

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(a) The President; and

(b) The Vice President; and

(c) Board Members.

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15.2 The President shall be elected triennially at the AGM. The President shall hold office for three(3) years until the conclusion of voting at that year's AGM. The President may be re-elected for a maximum of two(2) further subsequent and consecutive terms of office. The President shall be the Chair of the Board.

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15.3 Nominations for the President shall be made in the same manner and at the same time as nominations for Elected Board Members under Rule 19.

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15.4 The Vice President shall be elected annually by an internal vote conducted by the President and Board Members. The Vice President shall hold office for one (1) years until the conclusion of voting at the first Board meeting after the AGM. The Vice President may be re-elected so long as they remain an Elected Board Member. The Vice President shall be the Chair of the Board in the absence of the President.

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16. Positions of Honour:

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16.1 The Board may from time to time award either the title of President d'Honneur or Member d'Honneur upon such persons whom it considers has given distinguished service to automobile sport in New Zealand.

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16.2 The title shall be held by such persons for their lifetime, until they resign or are required to relinquish it by the Board as a result of a decision of the Judicial Committee or the National Court of Appeal.

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16.3 A President d'Honneur or a Member d'Honneur may, by invitation of the Board, attend and speak at Board and General Meetings, but shall not have any voting rights.

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17. General Meetings:

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17.1 MSNZ must hold an AGM once every year at such time, date and place as the Board determines but not more than fifteen(15) months after the last AGM. The AGM may be conducted either in-person or via an interactive internet technology solution. The method in which the AGM will be conducted will be notified in the written notice as detailed in Rule 17.4.

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(a) If members of the current Board or Nominees for Elected positions are unable to attend the in-person AGM, an interactive internet technology option will be made available for them to attend.

(b) In the situation that an in-person AGM cannot be held, as determined by the Board, an interactive internet technology solution will be provided. The Nominated Type A Member delegate must attend via the interactive internet technology solution to retain all voting and speaking rights.

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(c) The Technical Guidelines for the implementation of an interactive internet technology solution detailed in Rule 17.1 (a) and (b) will be provided within the Agenda.

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17.2 Any other General Meetings shall be SGMs.

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MSNZ Constitution

17.3 Remits to alter the Constitution or remits that require a Special Resolution must be received in writing by the Chief Executive Officer from Members or the Board at least one hundred (100) days before the date set for the AGM as passed at the previous year's AGM. If a date for the AGM was not set at the previous year's AGM the closing date for remits to alter the Constitution and Special Resolution remits is 31 January ahead of the next AGM, provided that the next AGM is not held before 10 May in that year.

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(a) If the remit is an amendment to a provision contained in the existing Constitution it must include the existing text to be changed and the new text to be adopted. If the remit is for a new provision to the Constitution it must include the new text to be adopted. Remits that require a Special Resolution must specifically set out the intention of the Special Resolution and provide the proposed text of the resolution.

(b) The Board has thirty (30) days to review the constitutional change remit or the Special Resolution remit and liaise with the submitting Member in order to clarify the intent of the remit and to ensure that the wording of the proposed change addresses all relevant matters, and is in a format that can be adopted. Where there is a disagreement between the submitting Member and the Board regarding the intent, format or wording of the remit, the remit shall be forwarded to **Type A Members** as submitted and the Board shall have the right to include its comments.

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(c) The Chief Executive Officer shall forward the resultant constitutional change remit and/or the Special Resolution remit to **Type A Members** no later than sixty (60) days before the commencement date of the forthcoming AGM.

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17.4 The Board must give Members at least ninety (90) days' written notice of the AGM. The notice may be given by such methods as the Board may determine, and shall include notice that remits to alter the Constitution and/or that require a Special Resolution have been received when such remits have been submitted correctly.

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17.5 All other remits and other items of business for the AGM must be received in writing by the Chief Executive Officer from Members or the Board at least thirty (30) days before the date set for the AGM.

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17.6 The following business shall be discussed at the AGM:

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(a) The receipt from the Board of an audited annual financial report for the preceding financial year;

(b) The election of any vacancies arising in the positions of Elected Board Members and Advisory Commissions;

(c) The election of any vacancy arising in the position of the President;

(d) The appointment of scrutineers for the meeting;

(e) Any remits proposing to alter the Constitution or that require a Special Resolution; and

(f) Any other items of business that have been properly submitted for consideration at the AGM.

17.7 An agenda containing the business to be discussed at an AGM (as set out in Rule 17.6) including further copies of any remits to alter the Constitution or other items of business that require a Special Resolution, shall be sent by the Chief Executive Officer to the Board and the Members by no later than twenty one (21) days before the date of the AGM. No additional items of business not listed on the agenda may be voted on but may be discussed by majority agreement of the meeting.

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17.8 Special General Meetings: The Board must convene and give written notice to the membership of a SGM within thirty (30) days upon receipt of a written request from:

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(a) The Board itself; or

MSNZ Constitution

- (b) A minimum of eight (8) Type A Members. Deleted: Clubs
- 17.9 The written request for an SGM must state the purpose for which the SGM is requested. Where the request includes a remit to alter the Constitution or that requires a Special Resolution the process prescribed in Rules 17.3(a) & 17.3(b) shall be observed. Deleted: 2
- 17.10 The SGM must only deal with the business for which the SGM is requested as detailed in such written request. Deleted: 2
- 17.11 Unless the Board, in its discretion, determines that the nature of the business that is the subject of the SGM is of such urgency that a shorter period of notice is required, the Board must give Members notice of a SGM as follows: Deleted: 2
 - (a) at least sixty (60) days for remits to alter the Constitution or that require a Special Resolution; or
 - (b) at least thirty (30) days for all other items of business.
- 17.12 **Minutes:** Full minutes shall be kept of all General Meetings and made available upon request by Members. Deleted: 2
- 17.13 Any irregularity, error or omission in notices, agendas and relevant papers of General Meetings or failure to give notice within the required time frame or the omission to give notice to all Members and any other error in the organisation of the meeting shall not invalidate the meeting nor prevent the meeting from considering the business of the meeting provided that: Deleted: 2
 - (a) The Chair, in his or her discretion determines that it is still appropriate for the meeting to proceed despite the irregularity, error or omission; and Deleted: person
 - (b) A motion to proceed is put to the meeting and a majority, of two-thirds of votes cast, is obtained in favour of the motion to proceed.
- 17.14 **Quorum:** No business shall be transacted at any General Meeting unless a quorum is present at the time when the meeting is due to commence. The quorum for a General Meeting shall be at least thirty-two (32) or forty percent (40%) of the Type A Members (whichever is the lesser) who are entitled to vote. The quorum must be present at all times during the meeting. Deleted: 2
- 17.15 If a quorum is not obtained within half an hour of the intended commencement time of the General Meeting, then the General Meeting shall be adjourned to such other day, time and place as determined by the Board and if no quorum is obtained at the stage of such further General Meeting, then the Members present at that further General Meeting are deemed to constitute a valid quorum. Deleted: 2
- 17.16 **Delegates:** Delegates to General Meetings will be invited in accordance with the following provisions: Deleted: 2
 - (a) Each Type A Member shall elect or appoint one (1) delegate as a representative of that Type A Member. Deleted: appointed
 - (b) Such appointment must be notified to the office of MSNZ at least forty five (45) days before an Annual General Meeting and fifteen (15) days before other General Meetings. Deleted: Club
 - (c) A delegate may be replaced with another delegate at any time provided that such replacement has been notified to the Chief Executive Officer of MSNZ prior to the date of the General Meeting. Deleted: Club
 - (d) Type A Members who have not elected or appointed a delegate in accordance with this rule may only otherwise send a delegate to a General Meeting if a majority agreement of those delegates who were appointed in accordance with this rule agree. Deleted: (d)
 - (e) In addition to the delegates noted in 17.16(a) – (d), the following Members have the ability to vote electronically.

MSNZ Constitution

i. Type B for 1 Elected Board Member; and

ii. Type B for 2 of the 4 Advisory Commission positions.

(f) Delegates of Type C and Type E Members may only observe.

17.17 **Control of General Meetings and Voting:** The Chair of MSNZ shall preside at the General Meeting. If the Chair is unavailable then the Vice President shall preside. If neither President nor Vice-President is available then another member of the Board (elected by the Board) shall preside and in the absence of any such person, then the Type A Members present shall elect a person to be the Chair of the General Meeting.

17.18 The following persons are entitled to be present at a General Meeting:

(a) One (1) delegate from each Type A, B, C and E Member;

(b) Not more than two (2) observers from each Type A Member;

(c) The President;

(d) The Vice President;

(e) The President(s) and Member(s) d'Honneur;

(f) Board Members;

(g) The Chief Executive Officer;

(h) Advisory Commission Members; and

(i) Any other persons or organisations who have been invited by the Chair of the Board.

17.19 Only delegates appointed under Rule 17.16 may vote at a General Meeting. Each delegate will have one (1) vote.

17.20 Voting shall be by a majority of those delegates entitled to vote and voting. However, any motion to amend this Constitution in accordance with Rule 28, or appoint a liquidator in accordance with Rule 30, will require a Special Resolution be passed.

17.21 Those people listed in Rule 17.18 (a) to (i) may have speaking rights as follows:

(a) Type A and Type B Member delegates;

(b) Type A Member observers through the Type A Member delegate;

(c) Advisory Commission Members through the Advisory Commission Chair;

(d) Any other persons as approved by the Chair of the Meeting in his or her sole discretion.

17.22 **Method of Voting:** Voting shall generally be conducted by a secure voting system. This may be either a show of ballot cards or an electronic voting system except where this Constitution provides otherwise. If requested by two (2) or more delegates at the meeting, the Chair shall request a vote by a secure voting system to determine whether the items of business under discussion shall be voted on by a secret ballot.

(a) If the meeting is conducted by an interactive internet technology solution as noted in Rule 17.1, an electronic voting system will be provided to allow Club delegates to submit votes.

17.23 An Ordinary Resolution at a General Meeting shall be sufficient to pass a resolution except as specified in this Constitution.

17.24 Proxy votes and postal votes are not permitted.

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MSNZ Constitution

17.25 In the event of an equal number of votes at a General Meeting, the Chair shall have a casting vote with the exception of elections for President, Elected Board Members and Other elections, where Rule 19.7 shall apply.

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17.26 In the event that a secret ballot is called, two(2) scrutineers must be appointed at the General Meeting to count the votes.

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18. Board:

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18.1 Role of the Board: The governance of MSNZ shall be carried out by the Board, which may exercise all the powers of MSNZ and do all things which are not expressly required to be undertaken by MSNZ at a General Meeting.

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18.2 Membership of the Board: The Board shall comprise of six (6) members; four (4) members including the President elected at the AGM under Rule 19, and two (2) Independent members appointed by the Board under Rule 19.8 and one (1) advisory member representing the holders of MSNZ Circuit Licences as appointed annually by the holders of MSNZ Circuit Licences (Type C Members). No person shall be both a Board Member while also being a member of an Advisory Commission (provided that if, for any reason whatsoever, a Board Member vacates his office with the Board that Board Member will immediately become eligible for election or appointment to an Advisory Commission).

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18.3 Ineligibility: A person seeking election, or to remain in office as an Elected Board Member shall be eligible to do so only if they are a member of a Type A Member, but the following persons shall not be eligible for election or appointment, or to remain in office as a Board Member:

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- (a) A person who is an employee of, or current contractor to, MSNZ, or any subsidiary company of MSNZ.
- (b) A person who is an undischarged bankrupt or who is subject to a condition not yet fulfilled or any order under the Insolvency Act 1967, or any equivalent provisions under any previous or replacement legislation.
- (c) A person who has been convicted of any offence punishable by a term of imprisonment of two(2) or more years (whether or not a term of imprisonment is imposed) unless that person has obtained a pardon or has served the sentence imposed on them.
- (d) A person who is prohibited from being a director or promoter of or being concerned or taking part in the management of a company under the Companies Act 1993 or the Charities Act 2005.
- (e) A person who is found to lack competence to manage their own affairs under the Protection of Personal and Property Rights Act 1988.

18.4 If any Board Member becomes disqualified under Rules 18.3 (a) to (e) that Board Member shall be deemed to have vacated his or her office upon a relevant and competent authority making an order or finding that such event has occurred.

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18.5 Terms of Office of Board Members: Except where provided otherwise in this Constitution, the term of office for all Board Members shall be three (3) years in accordance with the following:

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(a) Terms of office for Elected Board Members will be staggered so that one third of the Board Members will be elected each year, with their term expiring on conclusion of the relevant AGM.

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(b) Terms of office for Appointed Independent Board Members will be staggered so that only one Appointed Independent Board Member position will expire at any one time. Each Appointed Independent term will expire at the conclusion of the 3-year anniversary date of the appointment.

MSNZ Constitution

(c) Board Members may be re-elected or re-appointed for not more than two (2) further subsequent and consecutive terms of office and any Board Member who has served three (3) consecutive terms of office may only be elected or appointed as a Board Member again following a three (3) year stand-down period.

(d) Prior to each AGM, the Chief Executive Officer shall advise the Board of the schedule of rotation and the vacancies arising in Board Member positions at the AGM.

(e) Should Elected Board Member nominations be invited in any year for different terms, the highest polling candidate shall be elected to the longer term vacancy.

18.6. Vacancies on the Board: In the event there is a vacancy on the Board arising from the departure of a Board Member, the remaining Board Members may appoint a person of their choice to fill the vacancy or the Board may leave the vacancy unfilled until the next AGM.

18.7. The term of office for a person appointed as a Board Member to fill a vacancy of a Board Member under Rule 18.6 shall expire at the conclusion of the AGM following their appointment. At that AGM, a permanent replacement Board Member will be elected or appointed under the procedures set out in Rule 19 provided that the term of such replacement Board Member will expire at the same time as the departing Board Member's would have had he or she remained in office.

18.8. Removal of Board Member: The Members in an SGM called for such purpose may, by Special Resolution, remove any Elected Board Member before the expiration of their term of office if the Members determine at the SGM that the Board Member has breached his or her duties as specified in Rule 20 or is otherwise unfit to continue holding office.

The Board may, by Special Resolution, remove any Appointed Board Member before the expiration of their term of office if the Board determines that the Board Member has breached his or her duties as specified in Rule 20 or is otherwise unfit to continue to hold office.

18.9. On the Board receiving or issuing a request for a SGM for the purpose of removing an Elected Board Member, the Chief Executive Officer shall send the notice to the Board Member concerned in addition to the Type A Members in accordance with Rule 17.10.

18.10. Following notification under Rule 17.10 and before voting on the resolution to remove a Board Member, the Board Member affected by the proposed resolution shall be given the opportunity prior to and at the SGM to make submissions in writing and verbally to the Board and the Members about the proposed resolution. Should the Board propose to remove an Appointed Member, an opportunity shall be given to the affected Board Member to make submissions in writing and verbally to the Board.

18.11. The Board may, with the approval of a motion passed by a Special Resolution for an Elected Board Member, and by Special Board Resolution for an Appointed Board Member, remove any Board Member from the Board, before the expiry of their term of office if the Board considers the Board Member concerned has seriously breached their duties as specified in Rule 20 such that immediate removal is considered appropriate. Before such a motion may be considered by the Board the following must have occurred:

- (a) The Board Member concerned shall be notified that a Board meeting is to be held to discuss the proposal to remove the Board Member from office; and
- (b) The Board Member concerned will be given an opportunity to make submissions about the proposed motion to the Board in writing prior to the Board meeting and by submission in person at the Board meeting.

19. Election of President, Election / Appointment of Board Members and Other Elections:

19.1 If required, elections of the President and Elected Board Members and other elections as provided for in this Constitution or By-Laws at an AGM must be undertaken by a secure voting system (by those Type A Member delegates present and entitled to vote) as per Rule 17.22 following nomination for election by a Type A Members.

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MSNZ Constitution

19.2 The nomination must comply with the following criteria:

- (a) The nominee must be a member of a **Type A Member**;
- (b) The nominee must be nominated by a **Type A Member**;
- (c) The nomination must be seconded by another **Type A Member**;
- (d) The nominee must give written notice to the registered office of MSNZ of their acceptance of the nomination;
- (e) The nominee must not be an employee of, or engaged as a contractor to, MSNZ;
- (f) The total number of nominations received from a **Type A Member** must not exceed the total number of positions vacant;
- (g) The nomination must be received at the registered office of MSNZ no later than forty five(45) days prior to the General Meeting.

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19.3 If there are fewer nominations than the vacant number of positions to be filled, the position shall be left vacant and filled as if it were a vacancy to be filled in accordance with Rule **18.6**.

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19.4 Where the number of nominations equals the number of positions to be filled, the nominees shall be declared elected without the need for an election.

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19.5 Those nominees for the vacant positions who have the highest number of votes cast in their favour will be declared elected. In the event of a tied vote for a term of office, the process prescribed in Rule **19.7** shall be observed.

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19.6 Where the positions to be filled have different terms of office, the nominee with the highest number of votes cast in their favour will be declared elected for the longest term of office, the nominee with the second highest number of votes cast in their favour will be declared elected for the second longest term of office, and so on, until all the positions have been filled. In the event of a tied vote for a term of office, the process prescribed in Rule **19.7** shall be observed.

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19.7 Where due to there being two (2) or more nominees receiving the same number of votes the election process is not able to be completed in accordance with Rules **19.5** and **19.6**, a subsequent secret ballot shall be held as follows:

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(a) All nominees with a higher number of votes than the tied nominees will be declared elected in accordance with Rule **19.5** and/or Rule **19.6** where applicable and will be removed from the subsequent secret ballot;

(b) All remaining nominees will be included in the subsequent secret ballot;

(c) The nominee(s) for the remaining vacant position(s) who has(have) the highest number of votes cast in their favour will be declared elected;

(d) If the subsequent secret ballot still results in a tied vote for a remaining vacant position, the ballot scrutineers shall determine the elected nominee by the drawing of a lot.

19.8 Appointment of **Independent Board Members**:

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(a) The Board ~~excluding the Appointed Independent Board Member whose term is ending~~ shall give consideration to the skills, experience and attributes preferred for any Appointed **Independent** Board Member vacancy.

(b) The Board shall provide **Type A Members and Type B Members** with these preferences, and invite nominations from **Type A Members and Type B Members** for persons identified as suitable candidates taking account of those preferences. The **Type A Members and Type B Members** shall provide the Board with information on the nominee's skills, experiences and attributes in its nomination/s.

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MSNZ Constitution

- (c) The Board shall determine a timeframe for response and consideration.
- (d) The Board shall take such advice as appropriate as to the skills required, and the consideration of nominations received.
- (e) The Board will make the appointment decision at a subsequent Board meeting ~~or by e-~~
~~vote if the duration to the next Board meeting exceeds thirty (30) days.~~

~~19.9 The election of the Vice-President will be undertaken by an internal Board vote conducted at the first Board meeting following the AGM.~~

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~~20. Duties and Powers of the Board:~~

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~~20.1 Duties of the Board: The duties of each Board Member are to:~~

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- (a) Regularly attend Board meetings and General Meetings of MSNZ;
- (b) Provide good governance for MSNZ;
- (c) Exercise the powers of the Board for proper purpose;
- (d) Regularly monitor and review the performance of MSNZ, including the setting and measuring of performance standards expected of the Chief Executive Officer;
- (e) Act in good faith and the best interests of MSNZ at all times;
- (f) Act, and ensure MSNZ acts, in accordance with this Constitution;
- (g) Formulate such By-Laws, regulations, policies and procedures as are appropriate for MSNZ;
- (h) Where appropriate, engage in activities to promote, market, represent and fundraise for MSNZ;
- (i) Disclose to the Board the nature and extent of any interest in a transaction or proposed transaction as soon as the Board Member becomes aware of the fact that he or she has such interest;
- (j) Take such other steps as determined by the Board in respect of any interest specified in Rule ~~20.1~~(i), which may include, without limitation, abstaining from deliberations or vote regarding such interest;
- (k) Not disclose information that the Board Member would not otherwise have available other than in his or her capacity as a Board Member, to any person, or make use of or act on the information except:
 - (i) As agreed by the Board for the purposes of promoting or running motorsport;
 - (ii) As required by law; or
 - (iii) To persons, or for reasons identical to those specified in sections 145(2) and 145(3) of the Companies Act 1993 or any other Act passed in substitution;
- (l) Do such other things within these rules as the Board agrees to promote the objects of MSNZ;
- (m) Be responsible for setting the tone and ethical culture of MSNZ.

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~~20.2 Powers of the Board: The Board shall have the power to:~~

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- (a) Appoint the Chief Executive Officer;

MSNZ Constitution

(b) Define delegations of authority from the Board to the Chief Executive Officer, Advisory Commissions and Committees;

(c) Elect the Vice-President;

(d) Adopt and review the strategic plan for all automobile sport;

(e) Adopt and review the annual plan and budget for MSNZ;

(f) Determine applications from clubs wishing to be Members of MSNZ;

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(g) Hold national meetings and forums for the Members, including General Meetings;

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(h) Sanction competitions and events as automotive sport events;

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(i) Approve rules and regulations for any MSNZ affiliated competitions or events;

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(j) Establish sub-committees, Advisory Commissions, or other groups to carry out any work of the Board by its delegated authority;

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(k) Employ, engage or otherwise appoint officials and other support personnel for MSNZ permitted automobile sport events and to determine the terms and conditions of such appointments and, if necessary, terminate such appointments;

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(l) Determine the yearly calendar for international, national, and other MSNZ competitions;

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(m) As may be required by this Constitution, fill vacancies on the Board, and any Advisory Commissions, committees or other groups which are established by it;

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(n) Control expenditure and raise funds to fulfil the Objects of MSNZ;

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(o) Open and operate in the name of MSNZ such bank accounts as it deems necessary;

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(p) Make, repeal or amend any regulations, policies and procedures as it thinks appropriate, provided that such policies and procedures are not inconsistent with this Constitution;

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(q) Engage, contract or otherwise agree to obtain the assistance or advice of any person or organisation for the Board;

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(r) Establish such corporate and other entities to carry on and conduct all or any part of the affairs of MSNZ;

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(s) Resolve and determine any disputes or matters not provided for in this Constitution; and

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(t) Do all other acts and things which are within the powers and Objects of MSNZ and which the Board considers are appropriate;

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(u) Shall only be able to enter into major transactions (involving 50% or more of MSNZ assets) with the support of 75% of the members present at an AGM; and

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(v) Consider the status of membership applications and/or resignations.

20.3 If any situation arises that, in the opinion of the Board, is not anticipated or provided for in the Constitution, By-Laws or any regulations, policies or procedures of MSNZ, the matter will be determined by the Board.

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21. Board Meetings and Procedure:

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21.1 At its first meeting following the AGM, the Board shall:

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(a) Confirm the appointment of the President as Chair; and

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(b) Elect a Vice-President

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MSNZ Constitution

- 21.2** Except to the extent specified in this Constitution, the Board shall regulate its own procedure. Deleted: 16
- 21.3** The role of the Chair is to chair meetings of the Board and to represent the Board. In the event of the unavailability of the Chair for any reason, then the Vice President shall undertake the Chair's role during the period of unavailability. Deleted: 16
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- 21.4** The Board shall meet at regular intervals agreed by the Board Members, provided that meetings may be called at any time by the Chair, or any two(2) Board Members. Deleted: another Board Member appointed by the Board
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- 21.5** The quorum for a Board meeting shall be four(4) Board Members. Deleted: 16
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- 21.6** Each Board Member shall have one(1) vote. The Chair shall have one(1) vote but no right to an additional casting vote. Voting shall be by voices or upon request of any Board Member by a show of hands or by a ballot. Proxy and postal voting are not permitted. Deleted: 16
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- 21.7** A resolution in writing, signed or consented to by email, or other forms of visible or other electronic communication by a majority of the Board shall be valid as if it had been passed at a meeting of the Board. Any such resolution may consist of several documents in the same form each signed by one or more Members of the Board. Deleted: 16
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- 21.8** Any Board Member may participate in any meeting of the Board and vote on any proposed resolution at a meeting of the Board without being physically present. This may only occur at meetings by telephone, through video conferencing facilities or by other means of electronic communication provided that prior notice of the meeting is given to all Board Members and all persons participating in the meeting are able to hear each other effectively and simultaneously. Participation by a Board Member in this manner at a meeting shall constitute the presence of that Board Member at that meeting. Deleted: 16
- 21.9** The Board may reimburse its Board Members for their actual and reasonable expenses incurred in the conduct of MSNZ's business. However, the Board may only do if it has established a policy for such matters. Deleted: 16
- 22. Chief Executive Officer:** Deleted: 17
- 22.1** There shall be a Chief Executive Officer of MSNZ who shall be employed for such term and on such conditions as the Board may determine. Deleted: 17
- 22.2** The Chief Executive Officer shall be answerable to the Board and shall be responsible for the day-to-day management of the affairs of MSNZ in accordance with the Rules, regulations, By-Laws, policies and procedures of MSNZ and within such delegated authority as may be imposed by the Board. Deleted: 17
- 22.3** The Chief Executive Officer may attend Board meetings as and when required by the Board but will have no voting rights. Deleted: 17
- 23. Discipline:** Deleted: 18
- 23.1** Any Member, or member of a Member, or office bearer of MSNZ, or holder of a licence issued by MSNZ, or any person promoting, or acting in an official capacity at, a series, meeting or event, or the owner or tenant of any property or venue used for motor sport events who, in the opinion of MSNZ acts, or omits to act, in a way that is prejudicial to MSNZ or automobile sport generally, or which brings MSNZ or automobile sport generally into disrepute, (called "misconduct") may be disciplined by MSNZ. Deleted: 18
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- 23.2** For misconduct which occurs during an event, competition, or meeting as defined in the National Sporting Code, the member or office bearer or licence holder may be disciplined in accordance with the National Sporting Code. Deleted: 18
- 23.3** Any other misconduct which is not dealt with under Rule 23.1 or Rule 23.2 of this Constitution may be dealt with by the Judicial Committee delegated that responsibility by the Board. Deleted: 18
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MSNZ Constitution

23.4 Judicial Committee: The Judicial Committee shall consist of not less than three(3) persons appointed by the Board annually for a one(1) year term. It shall have the power to hear and determine those matters set out in the National Sporting Code and impose the penalties set out in the Code. It may regulate its own procedure but must comply with the principles of natural justice.

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23.5 Appeal: Any person subject to the disciplinary procedures of this Rule 23 has the right of appeal to the National Court of Appeal, and then to the International Court of Appeal, in accordance with the National Sporting Code.

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23.6 Any Member or office bearer or licence holder who is disciplined by MSNZ must first exhaust their appeal rights within MSNZ and FIA, if applicable, before seeking recourse to the courts of New Zealand.

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24. Finances:

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24.1 Unless otherwise determined by the Board, the financial year of MSNZ shall end on the 31st day of December each year.

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24.2 Statements of financial position and financial performance shall be audited each year and the audited accounts shall be submitted to the AGM. The auditors shall be appointed at each AGM.

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25. Subscriptions:

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25.1 Each Member shall pay an annual subscription set by MSNZ (separately for each type of Member) from time to time, no later than 31 December each year, or yearly from the commencement of membership, as applicable. The amount of such subscription shall be fixed by Members at the AGM.

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25.2 The Board may also require Members pay such other fees or levies as it may determine from time to time.

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25.3 Every Type A Member shall supply, on request of the Board each year, an account of its members and a copy of the Type A Member's statement of annual accounts for its last financial year or shorter period that may be applicable.

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25.4 Any Type A Member which does not comply with Rules 25.2 and 25.3 of this Constitution within three (3) months of the due date shall incur a penalty payment as determined by the Board and shall automatically cease to be a member of MSNZ.

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26. Common Seal:

26.1 MSNZ shall have a common seal. The Board shall determine when the common seal is to be used and make provision for its safe custody in accordance with the Incorporated Societies Act 1908.

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27. By-Laws:

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27.1 The Board may, from time to time, make and amend By-Laws, if the following has occurred:

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(a) All Members have been notified of the proposed addition or amendment at least thirty (30) days prior to the meeting in which they are to be considered by the Board;

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(b) Such notification invites written submissions from Type A Members to be provided within fourteen (14) days prior to the specified meeting date;

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(c) The Board consider such submissions, and if it considers necessary, may invite the Type A Members' representatives to present the submission to the Board;

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(d) Should one third of the Type A Members as at the date of the Board meeting oppose the proposed addition or amendment, the Board may not proceed to consider it and it must be placed on the business for the next Annual General Meeting.

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MSNZ Constitution

27.2 The By-Laws have the same effect as this Constitution and shall be binding on Members accordingly. If there is any inconsistency between the By-Laws and this Constitution, then this Constitution shall prevail.

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28. Alterations of Rules:

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28.1 The Constitution may only be altered, added to or rescinded by Special Resolution passed at a General Meeting as defined in Rule 17.19.

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28.2 No alteration, addition to or revision of this Constitution shall be approved if it affects the not-for-profit objects, personal benefit prohibition or the winding-up rules of MSNZ. This Rule 28 must not be removed from the Constitution and must be included in any alteration of, addition to, or revision of, the Constitution.

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29. Application of Income:

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29.1 The income and property of the organisation shall be applied solely towards the promotion of the Objects of MSNZ. No Member of MSNZ, or anyone associated with a Member may take part in or influence any decision made by MSNZ in respect of payments to, or on behalf of, the Member or associated person of any income, benefit, or advantage.

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29.2 Except as provided in this Constitution:

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- (a) No portion of the income or property of MSNZ shall be paid or transferred, directly or indirectly, by way of dividend, bonus, or otherwise to any Member or Board Member; and
- (b) No remuneration or other benefit in money or money's worth shall be paid, or given, by the organisation to any Member or Board Member, and
- (c) No honoraria may be paid to any Board Member.

29.3 Any payments made to a **Type A** Member of MSNZ, or person associated with a **Type A** Member, must be for goods or services that advance the purpose of MSNZ, and must be reasonable and relative to payments that would be made between unrelated parties. This provision and its effect must not be removed from the Constitution and must be included in any alteration of, addition to, or revision of, the Constitution.

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30. Liquidation:

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30.1 MSNZ may voluntarily be put into liquidation if:

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- (a) A Special Resolution at a General Meeting passes a resolution appointing a liquidator; and
- (b) Such Special Resolution is confirmed in a subsequent Special General Meeting, called for that purpose, and held not later than thirty(30) working days, after the date on which the resolution was passed.

30.2 Upon appointment of a liquidator the provision of Part XVI of the Companies Act 1993 or any Act passed in substitution, shall apply to the liquidation of MSNZ.

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30.3 If upon the winding-up or dissolution of MSNZ there remains after the satisfaction of all its debts and liabilities any property whatsoever, the property shall not be paid to or distributed among the Members of MSNZ but shall be given or transferred to some other not-for-profit organisation body having objects similar to the objects of MSNZ.

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31. Dispute Resolution:

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31.1 In the event of any difference or dispute between or within MSNZ and its Members or officers in relation to any matters contained in this Constitution, or its application or interpretation, (excluding matters arising under Rule 23), those concerned shall use their best endeavours to resolve the difference or dispute by agreement between them and may use an agreed mediator for that purpose.

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MSNZ Constitution

31.2 If agreement cannot be reached the dispute shall be submitted to arbitration, which may include the International Court of Arbitration for Sport if agreed, to be heard and decided in accordance with the practice or procedures that are agreed or in accordance with the Arbitration Act 1996 or Act passed in substitution.

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32. Indemnity:

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32.1 MSNZ shall indemnify every member of the Board, the Chief Executive Officer and other officers and employees of MSNZ in respect of all liability arising from the proper performance of their functions connected with MSNZ.

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07. GENERAL BUSINESS

77TH CONFERENCE & AGM AGENDA

77th ANNUAL GENERAL MEETING

GENERAL BUSINESS

17.1 78th Annual General Meeting

The MotorSport New Zealand Administration seeks confirmation to proceed with the 78th AGM scheduled for Saturday 24 May 2025 in Auckland.

17.2 Other General Business

- ◆
- ◆
- ◆
- ◆
- ◆

